RAILROAD

NOVEMBER, 1968 MAGAZINE FIFTY CENTS

SANDHOUSE PARTIES: TRUE TALE BY GILBERT A. LATHROP

THE READING'S LAST 10 YEARS OF STEAM: by BERT PENNYPACKER

FREE SHOES FOR LIFE
CERTIFICATE

MAIL AT ONCE TO: MASON SHOE MFG. CO., Dept. H-101, Chippewa Falls, Wisc. 54729

SHOE LENGTH _____

SHOE WIDTH _____

Write your shoe size at left to receive FREE SHOES as outlined.

If you do not know your shoe size, leave space blank and mail certificate anyway. Special Shoe Measuring Kit will be included with Shoes Outfit.

SEND NO MONEY

This Certificate entitles person named below to receive FREE SHOES every six months when he accepts as few as 5 orders every month as a Mason Shoe Counselor. He will also receive a FREE Mason Shoes Outfit to make up to $50.00 a week in his spare time.

Print Name _____

Address _____

City _____ State _____ Zip _____

C-81

This certificate entitles you to FREE SHOES FOR LIFE—*while you make up to*

$50.00 A WEEK EXTRA

Give us your shoe size and mail above certificate today.

WRITE your shoe size in the above certificate and mail today to qualify for FREE SHOES FOR LIFE — plus big cash commissions — as a spare-time Mason Shoe Counselor in your neighborhood.

In addition to getting FREE SHOES, you will meet interesting people, make new friends, add up to $50.00 a week extra to your income. These are some of the good things that happen when you take orders for Mason Shoes. Many a man finds it easy to write up 2 to 6 orders after supper alone . . . and make $5.00 to $20.00 profit. You can do the same. The 61-year-old Mason Shoe Manufacturing Company will set you up in a profitable "shoe store business" you run from home when you return the above certificate. You need no experience . . . don't invest a cent!

Here's why you'll make money!

It's easy because you show nationally advertised footwear that EVERYBODY needs. Our stock of 300,000 pairs of men's and women's dress, work, sport shoes — with sizes ranging from 4 to 16, widths AAA to EEEE — gives you a bigger selection than any store in town. Best of all, your friends and neighbors pay up to $10.00 a pair LESS than at the local retail store. And you collect a big, handsome profit (up to $7.00 a pair) everytime you take an order. Every sale means great business because Mason shoes are *not* sold in stores. Yes, folks must reorder from you every time!

Get Free Shoes for Life, too!

That's right — you're entitled to receive FREE SHOES every six months . . . when you send as few as 5 orders a month. These FREE shoes are an extra bonus in addition to your cash commissions. You choose any shoe in the Mason line . . . for yourself and your family.

The Mason Man is Welcomed Everywhere

Be the popular Mason Shoe Counselor in your neighborhood. Make new friends, attend sales meetings and conventions, get more fun out of life . . . and add up to $50.00 EXTRA to your income every week. Mail the above certificate today. Register your shoe size and — at the same time — get your FREE Outfit, full color catalog and everything else you need to make big money from the very first hour. No obligation.

Mason Shoe Mfg. Co., Dept. H-101
Chippewa Falls, Wisconsin

A short, friendly visit can result in 3 or 4 shoe orders. Just spread the Catalog on the table. Folks love to look at the pictures.

The Mason Man is welcomed everywhere — You make new friends, contacts . . . meet interesting people.

Mason shoes are not sold in stores. Folks must re-order from you. Guaranteed repeat orders.

Pick up an extra $5 or $10 during lunch hour. Show the Catalog to your fellow workers. Soon the entire department will be buying from you.

ONE CALL $14.75 PROFIT! "My second day out, I sold 6 pairs of shoes to one man in 1½ hours for a profit of $14.75. He told me he needed shoes, but wanted his wife to see them. I called at his home the next day and sold him 3 pairs and his wife 3 pairs also, for a $76.00 sale." — *Charles Henke, Calif.*

BUILDS DREAM HOUSE. "I have built a list of over 400 satisfied customers. The 'Extra' profits derived from my shoe sales have made possible building my dream house. Selling Mason Shoes in my spare time not only helped me get this house, but made possible meeting a lot of people who will be my friends for life."

— *Leo Lemanske, Mich.*

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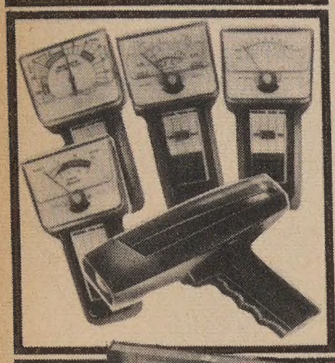

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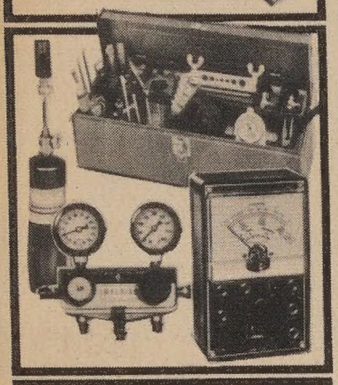

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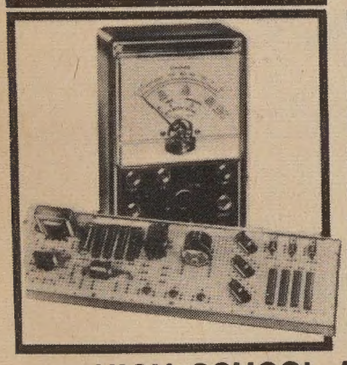

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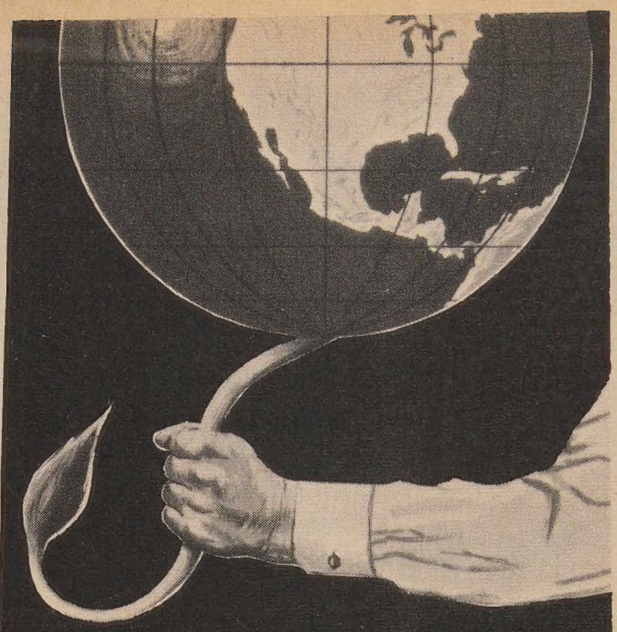

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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 84, No. 7 NOVEMBER, 1968 50 CENTS

FREEMAN HUBBARD
Editor

SY REICH
Technical Editor

ROGER ARCARA
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

JOSEPH EASLEY
Illustrator

ILLUSTRATED FEATURES

Photographs of the Month 13
Sandhouse Parties ..... Gilbert A. Lathrop 18
Last Years of Reading Steam ..... Bert Pennypacker 23
Interesting Railfans No. 71: Harry P. Albrecht 30

FICTION

The Desert Division ..... Charles X. Williams 40

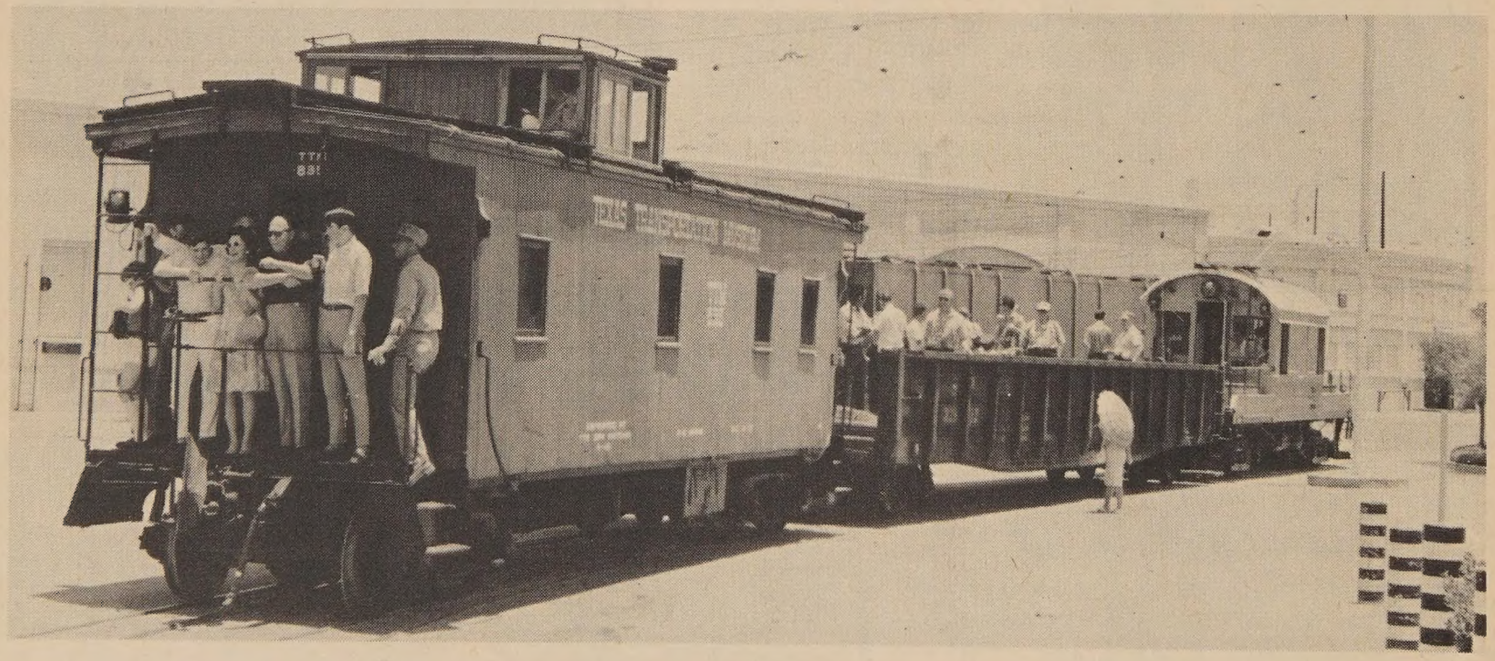
SHORT HAULS

A Private Car Named *Sherlock Holmes* 48
Roster of M-K-T Motive Power ..... Sy Reich 54
Walter Robbins, Railroader and Railfan 56
Along the Iron Pike *(pictorial)* ..... Joseph Easley 60

DEPARTMENTS

The Mail Car 6
Information Booth 34
Transit Topics 37
Books of the Rails 50
The Hobby Club 52
Setouts and Pickups 58
Model Trading Post 58
The Switch List 59
Coming Events 63
Pen Pals Wanted 63

Convention of the Lone Star Chapter of NMRA and Texas ERA in San Antonio, Texas, included rides on trackage of a brewery plant and use of the plant's locomotive. (See also pages 38 and 52.)
Photo by Wilbur T. Golson



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of your own with small investment

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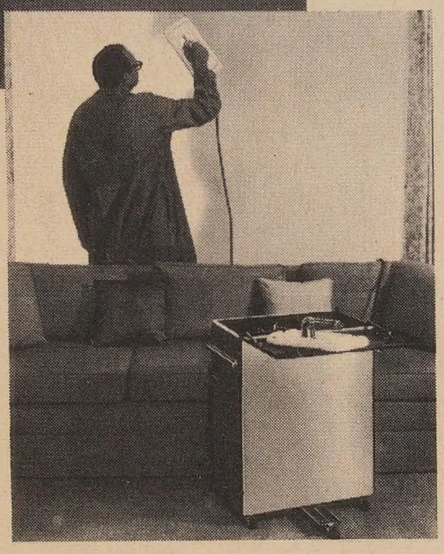

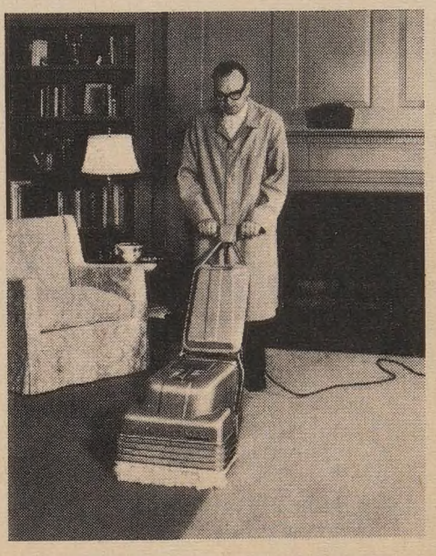

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■ Full operating instructions come with the Detergers and you need no special skill or training. You can grow as fast as you want to with the assurance that Von Schrader will help you every step of the way. Our Business Manual tells everything you need know, including how to go about getting business, suggested sales letters, tips on keeping books and tax records, suggested ads and radio announcements, etc. Von Schrader assistance is always at your service. Training and consulting with experts is also available... and without charge.

■ Von Schrader is the oldest and largest company manufacturing machines of this type and we are keenly interested in the success of each of our Associates. Our FREE ENTERPRISE PLAN has been developed and fashioned with your future in mind. Your business always belongs to you...no one can ever take it away. You pay no dues or fees or royalties to anyone. All the money you take in belongs to you...you are truly your own boss in your own business.

VON SCHRADER MFG. CO.
NOVEMBER, 1968

READ BELOW what a few of our many Associates have to say about the success of Von Schrader's FREE ENTERPRISE PLAN. Then return the coupon or write today. It costs nothing to get the details. Be sure to check the Deterger you are most interested in starting with.

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G. WINTER • Wyoming • Upholstery—"Last year I did $10,000. This is a one-man operation. Many weeks are now $250-$300."

E. ACTON • Oregon • Upholstery—"I don't work very hard at this but in one day my boy and I made $170."

S. RALLINGS • California • Upholstery—"I'm averaging about $200 a week... one month went up to $1000."

T. NORTHRUP • New Jersey • Rug—"$2000 in two weeks ... several weeks over $1000."

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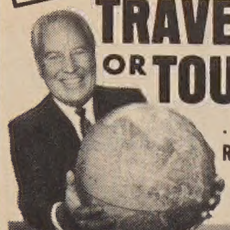

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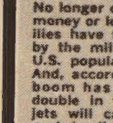

3. YOUR OWN TRAVEL AGENCY! Airlines, steamships, resorts, etc. pay $$$ fees for "booking" reservations to 1000s Travel Agents coast to coast. New opportunities in many areas, especially where airlines and other "carriers" do not maintain offices. Rush coupon for big "TRAVEL CAREER KIT" — ALL FREE!

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No longer chained to their homes by lack of money or leisure time, today "average" families have taken to the airlines & sealanes by the millions! A staggering 70% of the U.S. population took trips last year alone! And, according to Government surveys, the boom has hardly begun! Air traffic will double in the next five years! Supersonic jets will carry 500 paying passengers on each load! Travel expenditures will continue their never-ending upward streak as almost every State and foreign government advertises for its share of the tourist dollar. Plan to cash in now. Rush coupon for FREE "TRAVEL CAREER KIT."

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If the romance of travel and the adventure of exploring far away places are in your blood, then the time has come for you now to investigate a career that can turn your dreams into rewarding reality. Send for FREE "TRAVEL CAREER KIT," including 20-Page Travel Career Fact Book, Sample Lesson, and 16-page Full Color Pocket World Atlas. No cost, no obligation, now or ever. No salesman will call. Rush coupon today!

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THE MAIL CAR

where editors and readers meet

FRONT cover shows steam on the National Railways of Mexico: 4-8-4 type No. 3038, class QR-1 (Baldwin, 1946), snapped in 1964 at Barrientos, near Mexico City by former Erie Lackawanna operator Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J. 07028. (Next month: a magnificent full-color shot of Rockton & Rion 2-8-2 No. 10 with eye-filling smoke plume.) ●

FAREWELL. "The final regular run of Mexican big steam took place last July 1st," reports Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701, "with No. 3036 going out as a work train and No. 3038 pulling the rock train on two runs between Barrientos and Nochistongo. When I entered the great *casa redondo*, Valle de Mexico engine terminal, July 4th, the last 5 Niagaras, with their bells removed, were standing disconsolately idle side by side. They may never again be used in regular service, due to completed delivery of the latest order for diesels. Thus died the last great steam in regular operation in North America! The narrow-gage line also is fully dieselized, except for limited switching jobs at San Lazaro station in Mexico City and at Cuautla." ●

WHEN you were viewing the 1968 Republican and Democratic national conventions on TV you probably didn't know that the gavels used at both political gatherings were made by a railroad man, Charles O. Hice, a past general chairman of the Brotherhood of Railroad Trainmen on the Southern Railway (Lines East), who retired from the Southern in 1963 after 51 years of service. Hice has been making gavels for many years in his home, 99 Marlborough Rd., Asheville, N.C. One was used by President Johnson during his final year as majority leader of the Senate and another by the late Sam Rayburn as Speaker of the House. Hice also supplied gavels to many BRT meetings and conventions. ●

AN ADVANCE copy of Gil Lathrop's "Sandhouse Parties" (in this issue) delighted Dick Murdock, Southern Pacific engineer, 346 Valley View Drive, Pleasant Hill, Calif. 94523.

"A lively tale with fine nostalgia," he writes. "Reminds me of the old sandhouse that stood at Port Costa, Calif., on the SP's Western Division. This one was built of heavy rough lumber and painted boxcar red—ungainly-looking outside but comfortable inside, with a bed of warm dry sand. Like most sandhouses in the steam era, it served also as a haven for transients and for roundhouse workers sneaking a bit of *spot* during World War II.

"One day the engine watchman, a ruddy little *wino*, focused his foggy sights on a hefty female in a tattered dress, residing at a nearby hobo camp. They both imbibed rather freely. Then I spotted them swaying toward the sandhouse and surmised that a seduction of sorts was in the making. Due to their condition, just gaining access to the bulky building took on the aspects of a 3-ring circus, but eventually they made it. Shortly afterward, to my surprise, I saw the little watchman emerge alone. He laboriously heaved closed the big sliding door and wired it shut. As he staggered off, I asked, 'Where are you going?'

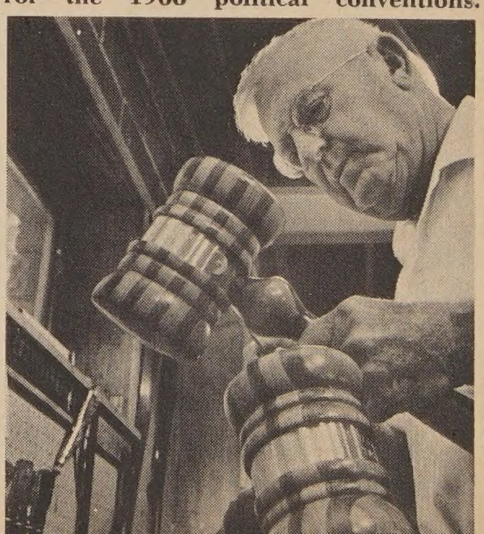
"Owl-eyed, he said with a broad wink: 'Engine failure. Need some rest first. I'll be back.'

"After a while, the female tramp woke up. Despite the wiring job, she managed to escape. An hour or so later, when the watchman returned with two fresh bottles of wine, her absence infuriated him. The last I saw of that guy, he was heading toward the 'bo camp, obviously intent upon settling some unfinished business." ●

BERT PENNYPACKER'S "Mountain-Climbing Steam" (September) made such a hit with readers that we are running another feature of his this month. A typical comment comes from Richard M. Hanschka, 81 Kenwood Circle, Bloomfield, Ct. 06002: "I enjoyed that Western Maryland story. In 1952, about 100 carloads of coal was the limit that a class H9 engine could pull. Possibly the photo on page 13 included many empties. Firing when a coupler was broken was quite a job. A new one had to be carried up from the caboose over rough ter-

Courtesy of Trainman News

C. O. Hice and the gavels he made for the 1968 political conventions.



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We are training scores of accident investigators by mail and helping to place them in the fast-growing, highly profitable Accident Investigating Field. No previous experience is required. A car is usually furnished; expenses are paid. Many men earn while they learn. Only an average education is required.

Earnings Like These Are Just the Beginning!

Here are just a few reports of recent earnings: Bob Durant jumped his salary to $7500 as soon as he started. Bill Peck made $943.00 in just 5 days, checking hurricane damage! Bob Pritchard reports companies in his area offering men $8,000 a year to start, plus car and expenses! (Some men are earning up to $8 an hour on the side in their spare time.) No wonder Art Victoria writes, "I recommend Liberty School (Home Training Course) for anyone seeking a better life." We send you actual names of successful Liberty School Graduates from all over the world.

✓ TAKE THIS SIMPLE APTITUDE TEST TO FIND OUT

(1) Do you enjoy meeting people? YES ☐ NO ☐

(2) Do you like getting out of the office and being on your own? YES ☐ No ☐

(3) Are you willing to accept greater responsibility to get more income and a better position? YES ☐ NO ☐

(4) Can you make important decisions, if called upon to make them? YES ☐ NO ☐

(5) Would you enjoy rendering a much needed service to your community? YES ☐ NO ☐

(If all your answers are "YES", you have the basic qualifications for success as an Accident Investigator.)

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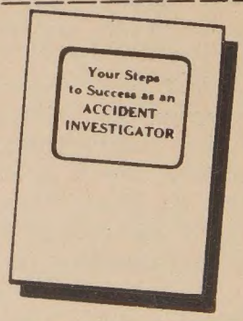

OWEN DAVIES: 1910-1968

No. 4 of our *Interesting Railfans*, a Chicago dealer in railroad books and other Americana, succumbed to heart illness August 2nd while he was driving home from the convention dinner of the National Association of Timetable Collectors. Owen was one of the nation's best-known rail hobbyists. His widow, Dorothy, is carrying on his book business as a suitable memorial to him.

rain. The easiest way was to drop it on the ground, connect the airline, and back up the train to it." ●

A FAIR QUESTION. "We approach anarchy and disaster in our use of land and transportation—all in the interest of a fast trip or a fast buck," writes John M. Sayward, Randolph, Vt. 05060. "Pressure on land grows with population. Will the vast areas taken by highways, airports, and automobile parking ever produce food, lumber, or space for living or recreation, a place for rain to soak into the earth?

"What is the answer? To paraphrase a folksong, the answer, my friend, is rolling on the rails. Flanged wheels on steel rails can be safe, reliable, fast, comfortable, economic. Seldom affected by the weather, a train need not circle aimlessly and consume quantities of precious fuel while waiting its turn. The answer, I repeat, is not more highways and airways but an enlightened public policy and redevelopment of rail service."

And *The Christian Science Monitor* editorializes: "The most (in fact, the only) disheartening thing about the present jam-up at American airports is that no public body seems to be giving it big enough, broad enough, far-sighted enough thought . . .

"Why not tie in air travel with high-speed ground travel? This could be done in two ways. One would be a far greater effort to provide truly swift rail travel between centers of population. By large-scale national subsidies (as exist in almost every country in the world where good rail service is to be found) trains can and must be made not only bearable but actually pleasant and attractive.

"A second step would be to build additional airports at even greater distances from cities than is now the case. These could be linked to the major cities either by placing them near the high-speed rail lines mentioned above or by creating special links, perhaps through monorail." ●

OUR August cover reminded Harold H. Pruitt (no address given) of the old Marsh Bros. Lumber Co. and their Gainesville & Northwestern Railroad, which ran from North Helen, Gā., into the hills and hauled out considerable lumber. They had 7 Climaxes, 3 Heislers, a 4-6-0, an enginehouse, and a shop. When the Depression hit them, the Marsh mill equipment, tracks, and engines were shipped to Mexico for a lumbering operation there, but the ship carrying that cargo ran into a storm on the Gulf of Mexico and some equipment had to be dumped overboard. Later, Harold thinks, a flood wiped out the operation in Mexico. The G&NW's colorful history included a battle with a gang of rival railroaders who tried to prevent their road from crossing the Southern Railway. ●

LINDBERGH SPECIAL tale in our September issue recalled to W. Hope Tilley, 3701 Speedway, Austin, Texas 78705, the day in 1927 when he was riding the Pennsy train *Spirit of St. Louis* on its first run and saw Charles A. Lindbergh in his plane, escorted by 24 Army monoplanes, circling over the train near Richard, Indiana. The engine whistle blasted a greeting while hundreds of passengers, including Tilley, leaned out the train windows to look up at the national hero. Our correspondent recalls, too, that as a small boy he'd take supper each night to his father working as a train dispatcher in Decatur, Illinois. ●

PERSONALITIES. Write-up of Mrs. Dorothy A. Laughlin in our *Interesting Railfans* series (July '67) brought her about 500 letters and cards from our readers, she tells us, all of which she has answered. Dorothy is a part-time locomotive engineer on the Gold Coast Railroad, one of the very few female hoggers we know of, and lives at 711 S.W. Third Ave., Miami, Fla. 33144. "I've been swamped with requests from wives of railfans," she writes, "asking where I bought the steam engine patterns used on my GC blouses and purse, pictured in *Railroad Magazine*. Actually, I made them myself and cannot find time to make patterns to sell. Maybe someone knows where they can be bought."

In a White House ceremony the other day, President Johnson received the first commemorative medal struck by the U.S. Mint for the 100th anniversary next May of the first transcontinental rail line in the U.S.A. The medal was made up as a bracelet charm for Mrs. Johnson and presented by Thomas M. Goodfellow, chairman of the Golden Spike Centennial Celebration Commission and president of the Association of American Railroads.

One of the very few female train dispatchers in history, Mrs. Sallye N. Moseley, widow of a Reader Railroad engineer, died July 11th at age 67. She served the road (which is still steam-powered) for 25 years as the agent-dispatcher at Reader, Arkansas.

Stephen T. Callahan of Holyoke, Mass., who worked 50 years in Boston & Maine station and telegraphy service, represents a 4-generation railroad family with a total of more than 400 years in service! Since retiring from the B&M, however, he has been active in the trucking business. ●

ANTHONY HASWELL, executive director of the National Association of Railroad Passengers, told the Senate Commerce Committee the other day that NARP favors a nation-wide investigation of passenger service needs, present and future, but doesn't want the Department of Transporation to supervise it because of "misleading statements" and the "defeatist philosophy" of A. Scheffer Lang, Federal Railroad Administrator. When standards of service are high, Haswell said, many people ride trains. He mentioned last year's 9 percent increase in the Seaboard Coast Line operation between New York and Florida and the 67 percent rise in Canadian National's passenger business since 1961.

Challenging Lang's statement that overseas passenger trains were losing out to other modes of travel, Haswell cited the spectacular success of Japan's high-speed New Tokaido Line, with its 26 percent rise in patronage in 1967 over the previous year. He also pointed to plans in England, France, Germany, Italy, etc., to expand their rail service, and added ruefully: "The Administrator (Lang) apparently is trying to cover up for our failure by taking a gratuitous slap at the achievements of others in improving their rail transportation." ●

LAST November, Mrs. Marion Bryant of 316 33rd Ave., Seattle, Wash., bought a 90x100-foot plot of

Amazing short-cut to big pay in the world's biggest business!

New Car Furnished
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Free Benefits, Action

M. L. Crippen, Placement Director

FREE BOOK TELLS YOU HOW

I don't care who you are, where you are, or what you are doing now. I will show you how to short-cut your way into one of the most exciting, booming, big-money industries in the country today—Accident Investigation.

I don't care whether you ever went to college. I don't care what your past experience is. I will show you a simple, easy plan that has dramatically changed the lives of hundreds of men like you.

It's a plan that can pop you right out of that dead-end job. And do it so fast that your old friends—your old boss—will be stunned. Because this plan can put you into a brand new company car, all expenses paid . . . put an executive brief case in your hand . . . give you amazing, free benefits . . . give you constantly growing income, opportunity, security.

Yes, I'm talking about turning you into a professional man with a career future! And I'm talking about doing it in just a short time for just a few dollars—as little as 33 cents a day! You doubt it? Of course you do. Many of the men now earning thousands more had doubts until they learned these two, basic facts:

Fact One: Most men don't know it, but Accident Investigation today is part of the *biggest service business in the world.* More than $19 billion was paid out last year to investigate and settle some 22 million accidents.

Insurance and other companies just can't find enough trained investigators to handle this flood of work. The shortage is critical. The need for more and more trained men is urgent! And it gets more critical every day as the accident rate goes up and up.

Fact Two: Now you can become a trained Accident Investigator fast, right in your own home in your spare time. Simply read brief, fascinating lessons-by-mail from famous Universal Schools. No classes to attend. No big investment. No risk. No need to switch jobs until you are ready.

Then, Universal's free, nation-wide placement service goes into action. We give you effective, life-time help in finding the career job you want—right in your own community or anywhere in the country you may want to live.

Your Short-Cut To Success

This is your short-cut to success. This is the plan that has taken hundreds of men out of the labor force and into professional ranks. **Universal has trained and placed more men in the remarkable Accident Investigation field than any other organization in the country.**

I'll show you proof. I'll send you a free book that tells the whole, exciting story of this booming industry. I'll include names, addresses, earnings of men all over the country who have taken Universal's short-cut to a new, rewarding life.

You'll read about factory hands, truck drivers, warehousemen, clerks mechanics, salesmen, farmers who are now professional Accident Investigators —all because they had the ambition to contact Universal Schools.

Make that contact yourself, right now. Send for the free book that tells you exactly how to short-cut your way into the action, the money, the prestige of Accident Investigation.

There's absolutely no obligation. No salesman will call. We simply send you the facts and let you decide. But send for your free book now. Just mail the coupon or write to Universal Schools, 6801 Hillcrest, Dallas, Texas 75205.

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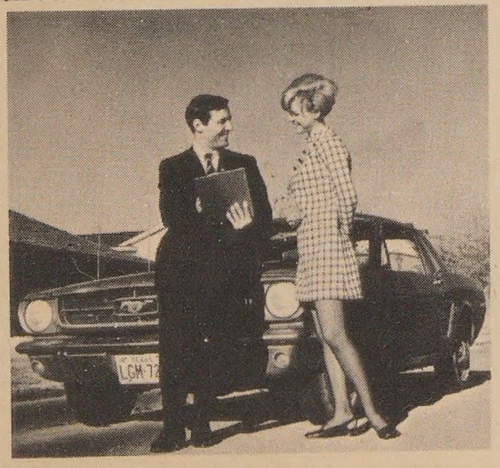

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Without obligation, please send me the free book on my opportunities in Accident Investigation. I understand that no salesman will call on me.

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Address_____

City & State_____ Zip Code_____

101

land on the bank of the dry Black River bed southwest of Renton, Wash., for $150 at a state tax auction. Later, she was surprised to find that a steel-span trestle carrying the mainline of the Northern Pacific Railway crossed her property. She argues that the railroad company should either buy the land or pay her for its use.

When the bridge was built 52 years ago, the river was navigable. State law gives railroads the right to build across navigable rivers without buying the property or river bed. Today, however, the "river" is not navigable. Mrs. Bryant, a divorcee with four children, has been buying small parcels of land at tax-title sales since 1951.

"I was happy to find that this is a way for poor people to buy property at a low price," she says. "As a black woman, I realize that my opportunities are limited. The sale of this land will give me capital for other investments and keep my family off the relief rolls."

The NP has offered her $1,500, but Mrs. Bryant wants more. ●

BRIEFLY SPEAKING. The *Transcolorado,* a converted troop ship with the greatest lift capacity in the U.S. merchant fleet, has just been put into service by Seatrain Lines, Inc.

Another railroad passenger station is to be razed, namely a 40-year-old landmark in Klamath Falls, Ore., on Great Northern's "Inside Gateway" freight line to California. The depot was built primarily for passenger service that never materialized.

Big railroad companies are continuing to diversify. Union Pacific announces its first move into the residential real estate field with a venture to develop a $25 million hillside community at Whittier, Calif.

Florida East Coast's last passenger train, a diesel-electric pulling 3 coaches with 35 passengers, made its final run July 31, 1968, from North Miami to Jacksonville. Among those aboard was our friend Dottie Laughlin. The first FEC train chugged into Miami on April 15, 1896, pulled by a woodburner.

Would you believe a sizzling steak served at your seat? Ten parlor cars on Penn Central trains running between New York and Washington are now equipped to meet increasing demands for quick, economical food service. Parlor-car passengers can now get hot meals at any time, day or night.

British Railways are using a "fruitful" clean-up method. With special spray guns, workmen wash the trains with a new cleansing agent consisting of pulverized apricot stones, coconut shells, plum stones, and a solvent.

An unusual train order was issued Oct. 10, 1906, at Glendale, Ohio, by the Cincinnati, Hamilton & Dayton. Roland Benton of Cincinnati sent us the following copy of it:

Eng. 107 will run extra Glendale to Ivorydale and return to Hartwell ahead of overdue 2nd class train and work extra 7 a.m. until 5 p.m. between Hartwell and Park Place, protecting against 2nd class & extra trains. All trains due have passed except 99, 93, and 2nd 7 & 35.

The 48-mile Washington & Old Dominion, northern Virginia's last local railroad, was due for abandonment, with ICC approval, before you could read these words. Since the demise of the 113-year-old road has been foreseen for years, its owner, the Chesapeake & Ohio, chose to wind up its operation with a diesel leased from the Baltimore & Ohio instead of repairing any of the W&OD's three black-and-gold diesel locomotives, all of which were out of commission.

An ICC examiner presided at hearings on the Denver & Rio Grande Western petition to remove the third rail from its Alamosa-Antonito dual-gage trackage (28.6 miles), abandon its narrow-gage lines from Antonito to Durango (171.2 miles) and from Carbon Jct. to Farmington (47.1) miles. One witness, Ernest Robart, treasurer of the New Mexico Railroad Club, entered as evidence (over the railroad's objection) an issue of *New Mexico Railroader* which lists every Rio Grande narrow-gage freight train of 1967, also the arrivals, departures, and consists of each of those trains.

Answering Vincent Lambrecht's query about "40 & 8" cars (Sept. issue), Richard M. Hanschka writes: "Such a car, which I believe is now on display at Aberdeen (Md.) Proving Ground, was formerly used for practice in stacking explosives." ●

A Preventable Disease

TRAGIC, indeed, were the deaths of three leading railfans—Lucius Beebe, Grahame Hardy, and now Owen Davies—all from heart attacks, a condition which medical authorities tell us is both preventable and treatable. Causes of heart disease are not hard to find. Doctors say that many of us are too lazy to engage in enough physical activity for optimum health. We ride the family car, even for very short distances, instead of walking. We use the elevator for a single flight of stairs, make a fetish of labor-saving devices, and indulge in passive recreation like watching TV. Our blood-streams become sluggish. At the same time, we are too much creatures of habit to break away from the typical American dietary pattern. We bypass the kinds of food, vitamins, and mineral supplements that help to ward off degenerative diseases.

According to medical men, the average person subsists largely on starchy, sweet, salty, greasy, and rich foods. He goes in for bakery products, chemically adulterated hot dogs, ultra-processed cereals, and artificially sweetened cola drinks, but he doesn't get nearly enough protein (meat, fish, eggs, cheese) or plain vegetables or raw fruits. On top of all that, we as a nation tend to overeat, drink too much, smoke excessively, and worry over trifles. Is it any wonder that heart disease is our No. 1 killer?

Ever hear of protective foods? One is wheat germ, the best part of the wheat kernel, that is ruthlessly ground away and discarded from milled white flour and yet is equivalent in nutritive value to egg yolk. Fortunately, wheat germ can be bought in most supermarkets. The eminent Dr. Evan Shute of Toronto, Ont., Canada, who has treated thousands of heart patients, including numerous doctors, restored a great many of them to normal active life mainly by administering vitamin E (a vital constituent of wheat germ).

"The power of vitamin E to treat and prevent heart disease of all types, whether coronary or rheumatic," he says, "depends upon four chief characteristics . . . These four functions, all of them extensively confirmed in animal experimentation and human clinical work, make it the most valuable ally that the cardiologist [heart specialist] has yet found in the treatment of heart disease. It has no rivals. No other substance has this array of needful properties . . . Vitamin E replaces 'rest and reassurance', which have no authentic bases, with real help to the damaged, laboring heart . . . Some 96 medical papers have been written in its support."

Nutritionists say that one important way to build up and maintain a resistance to illness is to take a regular quota of vitamins every day. Sure, vitamins cost money, but they cost much less than doctor bills. By going to bookstores or public libraries, they tell us, you can get good modern books, including paperbacks, that deal with nutrition and physical fitness. There are also useful periodicals such as *Prevention: The Magazine for Better Health* (176 pages, 6x9, 60¢), published at Emmaus, Pa. 18049, and often good health articles in big-circulation magazines like *Reader's Digest.*

This editorial is a public service. It aims to help save the lives of railroad men and railfans. We like to keep our readers with us as long as possible, in tiptop shape, which is much better than printing their obituaries too soon. ●

Important information for people 65 or older and their children and relatives:

Protect your income and savings against big hospital bills

YOU CAN . . . NOW . . . FOR ONLY $2.50 PER MONTH . . . WITH AMERICAN LIFE'S

$10,000 Medicare Supplement Plan

- **Pays you IN ADDITION to all other insurance.**
- **GUARANTEED RENEWABLE for life or until $10,000 paid per person.**

This message is of special interest to men and women 65 or older who are automatically covered by the U.S. Government Medicare Hospital Plan.

It tells about the **wonderful new $10,000 American Life Medicare Supplement Plan** which gives you full protection, in accordance with the benefits described, against big hospital bills.

It pays hospital costs which Medicare does not cover.

U.S. Government Medicare Plan A pays only PART OF THE COSTS after 60 days and NONE OF THE COSTS after 90 days of hospital confinement. This is why it is important that you have the full, low-cost additional protection of the new American Life Medicare Supplement Plan.

We never know when one of a score of diseases or accidents may strike, requiring a long hospital stay—such as heart attack, stroke, cancer, vascular disorder or a broken hip. Statistics show that people 65 years or older are hospitalized at least twice as long as those under 65.

How about you? Do you have enough income to cover big, unexpected hospital bills? Do you have enough savings to handle such long-term emergencies **which could cost you thousands of dollars?**

Just one long hospital stay may plunge you into poverty, cause you to lose your life savings and make you dependent on others.

But you need not be exposed to these hazards!

Now . . . for only $2.50 a month per person . . . you can protect your income and your life savings against such perils with the new $10,000 American Life Medicare Supplement Plan.

This new, low-cost plan **pays up to $10,000 tax-free benefits per person** under an easy-to-understand policy. The money is paid directly to you (or to the hospital, if you prefer). No matter how long you stay in the hospital, there's no time limit for each confinement up to $10,000 total benefits per person.

SONS, DAUGHTERS, RELATIVES: You can protect your loved ones 65 or older against the burden of a big hospital bill (as well as a drain on your own income and savings) by taking out a policy for your parents or relatives NOW. Just fill in the application form today and have the person to be insured sign it. We will gladly bill you for the low quarterly, semi-annual or annual premiums after you have received your policy.

ENROLLMENTS CLOSING—MAIL APPLICATION TODAY
NO MEDICAL EXAMINATION REQUIRED
NO SALESMAN WILL CALL

Send no money until after you receive your policy

The present enrollment offer is open for a **limited time only.** Regardless of whether you participate in the U.S. Government Medicare program (if you are under Social Security or Railroad Retirement you are automatically covered by the U.S. Medicare Plan A insurance), you are eligible to enroll under the American Life Medicare Supplement Plan. But you must enroll **now** to collect the benefits. As long as you are 65 years or older, there's no age limit. Both husband and wife can enroll (a spouse can join when reaching 65) and enjoy equal benefits for the same low premium per person.

Upon acceptance of your enrollment, we will send you your American Life Medicare Supplement Plan Policy and your Hospital Identification Card. You will also receive a premium payment notice covering the first quarterly premium at the rate of $2.50 per month per person (the cost will be even lower if you pay the premium for six months or a year). Upon receipt of the policy, if you are not completely satisfied, you owe nothing.

Don't risk your income and your savings. Don't saddle your children or relatives with your hospital debts. Don't miss this wonderful opportunity to be financially independent.

Can I have confidence in American Life Insurance Company?
Yes! For nearly 40 years, since 1928, American Life Insurance Company has faithfully served policy holders. American Life is rated A+ Excellent, the highest rating given by Dunne's Insurance Reports, the world's largest insurance reporting service. American Life is licensed under the laws of the State of Illinois and carries full legal reserves for the protection of all policy holders. Policies are effective and honored by the Company regardless of your state of residence.

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Please enroll me (and my wife or husband if named below) in the $10,000 AMERICAN MEDICARE SUPPLEMENT Plan. Please send my policy and Hospital Identification Card now. I understand this protection will begin as soon as the first quarterly premium of $7.50 per person is paid.

My name_____ My Date of Birth_____
(please print)

My address_____
(street) (city) (state) (zip code)

ENROLL YOUR SPOUSE HERE:
First name of wife or husband_____; date of birth_____

SIGN HERE X_____

☐ Please send me a free copy of Social Security Administration Booklet OASI-35, on Government Medicare.
☐ Please send extra enrollment forms for my friends or relatives.

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C-966 PLEASE DO NOT SEND ANY MONEY. You will be billed later. AD-108

Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Shamed by your English?

You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, Dept. 361, 555 E. Lange St., Mundelein, Illinois 60060. No salesman will call.

DON BOLANDER, Career Institute, Dept. 418, **555 E. Lange St., Mundelein, Illinois 60060**

Please mail to me, without obligation, a free copy of your 32-page booklet, HOW TO GAIN A COMMAND OF GOOD ENGLISH.

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STREET_____

CITY_____ STATE_____ ZIP CODE_____

If 18 or under, check here for special booklet. ☐

PHOTOS of the MONTH

Three of Cass Scenic Railroad's four Shays, Nos. 5, 7, and 4, pulled some 600 railfans in 13 gaily-painted cars to the top of Bald Knob Mountain in West Virginia last May 25th. The train was called the "Inaugural Special" because on all previous runs the state-owned tourist road had terminated 8 miles short of the 4,852-foot-high peak. The fourth Shay, No. 1, was being repaired in Cass enginehouse, while the line's most recently acquired loco, a Heisler, was on display.

William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va. 22980

High-school band and drum majorettes entertained just before the golden spike ceremony.

Two of Cass Scenic's Shays, Nos. 5 and 7, are seen waiting at Cass for the road's first trip to Bald Knob, the second highest peak in West Virginia. (Below) The engines cant to a curve near Whittaker.

Hulett C. Smith, Governor of West Virginia, drove the ceremonial last spike signifying the road's completion to the top of Bald Knob. The line has many 4 and 5 percent grades.

All photographs were made by William E. Warden, Jr.

Crowds waiting to board the "Inaugural Special." At the right we see the *Mountaineer Limited*, a special train of Chesapeake & Ohio Pullmans and private cars that brought railfans to the scene from Washington, Louisville, Huntington, and Charleston. Cass Scenic operates on the site of an abandoned lumber line.

Modern way of loading wheat into Rock Island boxcars for transfer to terminal elevators or Gulf Coast for export.

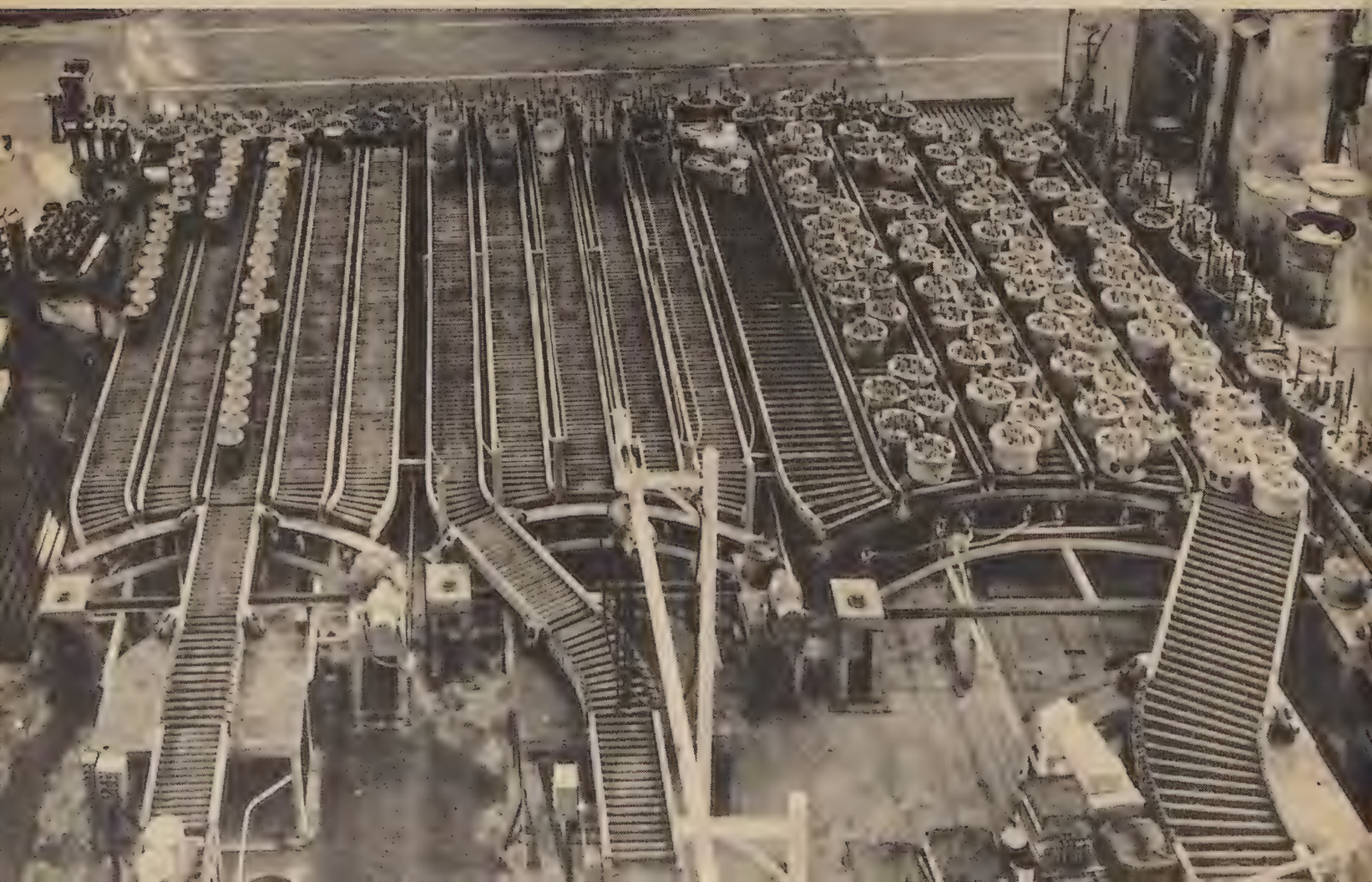
Photograph by Ed Wojtas

Hostlers walk up to Virginian 2-8-2 for a turn at the sand spout in a Norfolk yard as former Chesapeake & Ohio 2-8-0 No. 250, already serviced, is pulling away.

Photographed by H. Reid in 1954

Conveyor Div., Logan Co., Louisville, Ky.

Louisville & Nashville's "conveyor maze," using some 750 feet of gravity rollers and belt conveyors, separates diesel engine parts for various types of locomotives. Shown here are "alligator" switches. As rebuilt pistons, cylinder liners, or cylinder heads come down the repair line, an operator pushes a button sending each part to its appropriate channel.



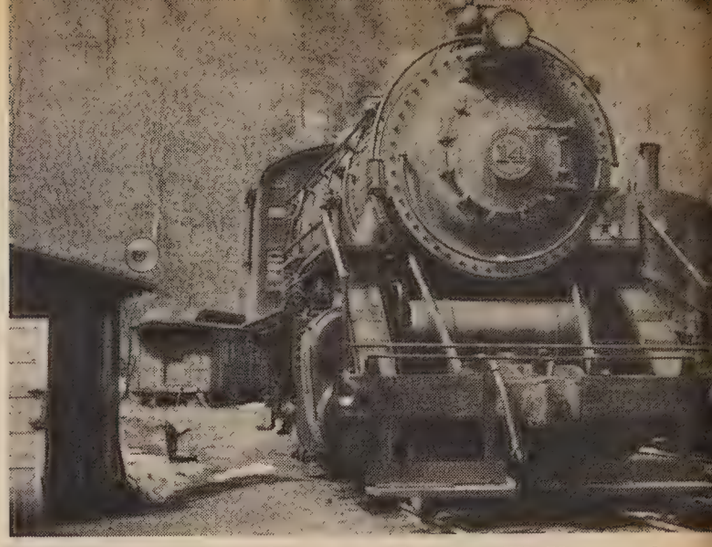
BILL KNAPKE'S BIG MOMENT: A CABOOSE-BOOK PARTY

Flanked by switchman Pat Eggman (left) and retired conductor W. C. Alexander, the 99-year-old William F. Knapke autographs a copy of his book, *The Railroad Caboose*, at a party arranged by Mrs. Virginia Horky, secretary of Old Pueblo Chapter of NRHS. Built by ACF in 1947, the crummy was lent for the occasion by Southern Pacific Co. and was parked near the Tucson, Ariz., depot. Later, Bill broke a hip bone and is now in Veterans Administration Hospital in Tucson.

Jack Sheaffer, 258 N. Stone Ave., Tucson, Arizona

SANDHOUSE PARTIES

True Tale by Gilbert A. Lathrop



Sandhouses, such as this one at Dundon, W. Va., on the old Buffalo Creek & Gauley, are little known to fans.
H. Reid, Box 5444, Parkview Station, Newport News, Va., 23605

SAND

I observed a locomotive in the railroad yards one day.
She was waiting in the roundhouse, where the locomotives stay.
She was panting for the journey, being coaled and fully manned.
And she had a box the fireman was a-filling full of sand.

It appears that locomotives cannot always get a grip.
On their slender iron pavement, 'cause their wheels are apt to slip.
When hoggers reach a slippery spot their tactics they command.
And to get a grip upon the rail they sprinkle it with sand.

It's about the same with travel along life's slippery track;
When your load is rather heavy you're always slipping back.
So if a common locomotive you completely understand,
You'll provide yourself in starting with a good supply of sand.

If your track is steep and hilly and you have a heavy grade,
If those who've gone before you have the rails quite slippery made,
If you hope to reach the summit of the upper table land.
You'll find you'll have to do it with a liberal use of sand.

—Anonymous

Checking a loco's sandpipe. The sand must be dry to flow in an even stream.

ALTHOUGH the old sandhouse of the Steam Age was drab and functional, usually a small wooden structure built beside a track leading to the roundhouse, hardly worth a second glance by youngsters seeking railroad romance, it played a vital role in train operation; and the memories that cluster around it are more colorful and intriguing than you might think.

The term "sandhouse chatter" is trite. In the true sense it refers to a gabfest of crew men, boomers and home guards alike, who killed time in sandhouses while waiting for their trains to be made up. They grumbled and bragged. They talked about women. They told tales of somewhat incredible happenings on the road. Many of them, like myself, with long records of engine and train service behind them, can look back on clandestine gay parties with girls that were held now and then in sandhouses but were never mentioned in the book of rules, the annual reports, or corporate histories.

Because of its very nature and the weight of material it stored, the average sandhouse, painted boxcar red and covering an area about 30 by 40 feet, was solidly built. The side walls were 2-by-10-inch planks protected from the outside by massive bridge timbers, all firmly based. A solitary window, unglazed, was generally kept closed with a wooden button. There was no pretense to architectural design except that the four-sided roof of corrugated iron extended up to a peak, through which jutted a corrugated iron flue 8 or 10 inches in diameter.

The door was heavy. While I was firing coalburners on the Denver & Rio Grande it usually hung open—unless one of the more daring local Casanovas was using the convenient and rather isolated building as a trysting place, in which case he propped it shut from the inside, often with an iron-handled scoop shovel.

Upon entering a sandhouse you saw a wooden bin large enough to hold 10 or 12 tons of damp sand and next to it a smaller bin over which slanted a fine-mesh screen. Without those bins or the dry fine sand they produced, steam railroads could not have been operated. Even today, diesels are equipped with sandboxes and sandpipes leading to the rails directly in front of the front driving trucks, and behind the rear trucks for use when backing up.

Sandhouses of steam days, while often grimy and sooty, were kept relatively clean. Their damp unscreened sand was unloaded, without being soiled, from flat-bottomed coal cars spotted alongside the single window. When this sand was finally baked dry and after all the twigs, gravel, and cinders had been screened out, it was almost snow-white and made a soft bed. Plenty of sand bins were actually used as beds, not only by young lovers but also by wandering hobos.

The hopper in which the sand was dried was fitted around a ponderous cast-iron stove and bolted securely. As the sand lost its moisture from the heat it ran through slots into a ring of pyramids on the heavy plank floor. The stove itself stood on a square of thick tin for protection against fire, and the coal for it was kept outside in a metal wheelbarrow. Since no water was needed inside, the sandhouse had no plumbing—nor toilet facilities of any kind, at least not in the places I knew as a youth. However, the Rio Grande narrow-gage line at Gunnison, Colorado, where I began work, had a hose in front to keep the hot ashes and clinkers in the cinder pit from smoking obnoxiously.

In many a small engine terminal teen-age boys and girls surreptitiously played in and around the sandhouse when they could sneak past the railroad employes. The sand bins were readily accessible by climbing over the boards which held the sand and which were removed as the pile dwindled. At the larger engine terminals, where locomotive traffic was heavy, there were men on duty to keep an abundance of dry screened sand available for Moguls, 4-6-0's, and other steam power and to assist the hostler in filling sand domes, and from such sandhouses the unauthorized visitors were excluded. Several shiny, galvanized buckets with half-moons across the tops and with curved spouts for pouring sand were kept filled near the door. These weighed close to 50 pounds each and had to be hoisted up to the waiting hands of the hostler, who stood on the running board below the dome. Then the hostler heaved them up, poured out the sand, and tossed the empty buckets back.

AT GUNNISON, the volume of sand used by an engine terminal varied from about a car every ten days to four per year. Some of our little engines on the company's coal branches that crossed hay meadows carried full sand domes and, in addition, six or eight big metal containers of the gritty stuff on their pilots, and during the busy summer months they came back to the terminals with everything empty. Yes, in those long-gone days sand was just about as important to steam operation as was coal, oil, or water.

In 1914, when I went to work in the Gunnison roundhouse, my numerous duties included helping the night hostler and watching engines. I also had to keep a fire burning in the sandhouse hopper and to prepare other engines to take out their trains. Around that time, what with the nation-wide coal strike finally settled, our road's metal mines starting up again, and World War I just beginning, the Rio Grande was one of the busiest railroads in the country.

The day hostler's helper at Gunnison was the roundhouse foreman's son, nicknamed "Sport." His most important jobs were keeping the sand hopper filled and the dry sand screened and shoveling the ashes from our cinder pit into a waiting flat-bottomed coal car. But not once, during his job as hostler's helper, did Sport ever have on hand more than a dozen buckets of dry screened sand. And instead of emptying the cinder pit, he merely shoveled a small hole which made a perfect spot into which an engine could dump her ash pans. With such a record, anybody but the foreman's son would have been fired; but Sport had bought a set of trap drums and a new bicycle, both on monthly payments, and his dad didn't want to be stuck with them. So the old man had to go along with his son's transgressions, up to a certain point.

My boss on this all-night job was a hostler named Elmer Mullin, a beanpole of a man who smoked a curve-stemmed pipe and was one of the most cantankerous buzzards who ever slipped a reverse lever across a quadrant.

One cold night in late October, 1914, we found four little mud hens, Consolidations with outside frames, waiting on the cinder-pit track to have their fires dumped and be put to bed in the house. As usual, Sport had left less than a dozen buckets of screened sand. We had a stock extra coming in from the west and a connection called to take it over Marshall Pass, which meant more locomotives to be worked on. And lastly, my girl friend Julia had sent her sister over to tell me that she (Julia) would show up for a sandhouse session of lovemaking around midnight, after

Photograph by H. Reid

Seaboard Air Line at Portsmouth, Va., May, 1951: water tank and sandhouse at left, sand tower in center, coal tower at right. Such towers obviated need for buckets in filling sand domes, as is here being done to 0-6-0 type locomotive No. 1118.

the old folks had retired for the night.

Right from my first night, I'd told Elmer that I preferred to do my sleeping in the cabs of engines I was supposed to watch. Elmer himself was a creature of habit. If all his work was done by 10 p.m. he bedded down in the enginemen's locker room and left strict orders to not be disturbed until 5 a.m. This made a perfect setup for Julia and me. That pretty but uninhibited girl, who held a well-paying job uptown, had bought a small bottle of expensive perfume and poured a few drops of it onto a package of tailor-made cigarettes, which we usually smoked together, before making love, to add glamor to the drab old sandhouse.

Well, at 10:15 p.m. all four of the incoming mud hens had been properly installed in the house. The pair which would take out the stock extra had full tanks of coal and water and were standing on the tank spur. One of their hoggers was oiling around with a flaring torch. And from below the town came the distant shuffle of two tired little Baldwins tugging their train up the last hard pull before Gunnison. So things were going along just fine down at the roundhouse. Pretty soon the brown-eyed and slender-lined girl friend would join me in perfuming the sandhouse interior, while Elmer was safely snoring in the locker room.

Then an unwelcomed new element entered the picture. Just as the incoming engines were backing down the cinder-pit track, I saw the shadowy, hunched-over figure of a hobo making his way toward me. From the tingling of my own ears in the ten-below-zero air, I knew he must be nearly frozen. He staggered and grabbed hold of the hind end of the tender. There was enough starlight for me to note that he had about half an inch of dirty whiskers.

"Mister," he croaked, "can I warm up in the sandhouse?"

"Okay," I agreed reluctantly. Hobos rarely rode our freight trains in the winter and this guy would probably ruin my date with Julia. "I got to take a look at the fire in the stove," I added, "so follow me."

Shoving back the plank door, I raised my lantern to locate the poker, which hung from its usual nail. Then I opened the door to the hopper stove. Sport had shoveled a couple of hundred pounds of slack coal on the fire and closed off the draft from the ash pan. Now the slack had baked into a solid mass and was sending out dirty yellow smoke which filled firebox and stovepipe—smoke as deadly as natural gas. It needed only oxygen plus a match-size flame to touch it off.

Virginian Ry. sandhouse and tower at Sewell's Point, Norfolk, Va., 1953.

The hobo beat me to the poker. Before I could yell a warning, he shoved it into the smoldering mess. Oxygen rushed into the firebox. A tiny blaze erupted as the mass broke apart. Then came a blinding, white globe of light coupled with an explosion which swelled out the sandhouse walls. I smelled burning whiskers as the fire in the stove now burned brightly. The hobo staggered back, clasping his face with both palms.

"Are you burned?" I asked quickly.

"Yeah," he groaned. "Lucky I shut my eyes before she exploded."

"I'll get you some signal oil to rub on your burns," I said, letting myself out the door and heading for the turntable.

Now I had to watch out for Julia and warn her not to show up. Nobody wants to have a tryst with a girl while there's a tramp hanging around. This time I was lucky. Both engines had been serviced and tied up in the roundhouse before 11 p.m. I knew that the incomparable Julia wouldn't appear until all railroad activity had died down. In fact, her home was located just across the meadow, not far from the roundhouse, and from it she could get a pretty fair idea of what was going on in the place where I worked.

Despite the hobo, everything shaped up safely. I managed to intercept Julia, the girl with big bright eyes and kissable lips, before she could arrive on the scene. Elmer Mullin got his rest without interruption, and the "wandering Willie" was able to head east in due time. Everything was fine, as I said, except that I felt slightly frustrated at having been cheated out of a party with Julia. Girls, in those days, were very much in my mind. Julia happened to be No. 1 on my roster, but she wasn't my only female interest.

The following morning Sport came to work early so he could talk with me. His first question was, "What time do ya generally get on the spot these nights?"

"Between nine and ten," I said.

"Does Elmer do much snoopin' around after ya get done work?"

"Naw, he beds right down. Why?"

"Last night," Sport went on confidentially, "I met a coupla college gals and suggested a sandhouse party for tomorrow night for you and me and the two skirts. They are saucy girls and they hopped onto the idea right away. Fridays and Saturdays they don't have to check in at the dorm until one a.m."

"Are they good-looking?"

"Regular dolls." Sport gestured with his hands to indicate a gorgeous feminine shape.

The prospect enchanted me. "Bring 'em down here around ten," I said, "and I'll be waiting for you."

NEXT evening the weather was still very cold. A million stars peppered the sky. I sneaked a lamp into the sandhouse and lugged in the wooden bench which ordinarily stood outside the door. A dozen pyramids of clean warm sand surrounded the stove, sand which had leaked out through the slots on the hopper. Taking a necessary precaution, I had seen Julia that afternoon and said I wouldn't be working that night. I didn't want her barging in on the foursome. So everything was lined up for an exciting party.

By 9:30 all our engines had been serviced, I had filled the boilers and banked the fires. At a safe distance from the sandhouse, Elmer Mullin was unrolling his dirty, ragged bedroll on the floor of the locker room while I was tingling all over at the prospect of the blind date Sport had set up.

"I'll be in the cab of 175," I lied to the hostler as I left the locker room.

The sandhouse that night was cozy

and warm. After shutting the plank door and lighting the oil lamp, I placed the latter in the boarded-up windowsill through which the section men shoveled sand from arriving coal cars.

At length I heard the visitors coming, the girls whispering and Sport cautioning them to keep quiet. He pushed open the door and they filed in, radiant beauty piloted by the roundhouse foreman's son. A breath of cold night air blew in with them. The girls looked positively stunning, with their cheeks rosy from the cold and with tantalizing shapes discernible under overcoats. Their eager eyes sparkled with mischief.

"This is Mabel, Gil," Sport introduced, singling out a blue-eyed blonde, whose hand I pressed gently and whose perfume sent hot blood coursing through my veins. "And this is Helen," he added, indicating a brown-haired, chubby, little trick who nestled up to him. He and the two girls leisurely took off their hats and coats.

Sport shut the door and blocked it securely with a scoop shovel. At first the party moved along just fine. I was sitting beside Mabel, my arm around her, palpitating at the thrill of being so close to a young stranger of the female sex, and we were exchanging small talk. I didn't notice what Sport was doing with his girl.

Then unexpectedly Helen's angry voice shattered the peace and quiet. "Cut that out, mister! What do you think I am?"

Sport backed off, raised both arms apologetically, and started to say something. But one of his arms struck the lamp, knocking it off the windowsill. When it hit the floor, the globe and burner rolled free of the oil reservoir and the coal-oil ignited in a sudden blaze. Helen screamed.

I jumped to the door, jerked away the scoop shovel holding it shut, and felt the stimulating rush of icy air. The waterhose which we used to wet down ashes and clinkers was handy. Twisting its valve open, I promptly doused the flames, glad the hose wasn't frozen.

At that very moment the hostler came lumbering up, minus his hat and shoes but armed with a coal pick. For a man rudely awakened by a scream, Elmer got the whole picture with amazing rapidity.

"Ah-ha!" he shouted. "So this is why the sandhouse here lately has been smellin' like a woman's boudoir!" He faced me squarely. "I'm gonna turn in you two misfits to the foreman first thing in the mornin'."

"Aw, shut up!" I said unhappily

By this time the embarrassed girls had put on their hats and overcoats. And then, to complicate the situation still further, Julia entered the sandhouse through the open door. She must have heard the scream, seen the fire, and crossed the dark meadow to find out what was going on. She glared at me with cold fury.

"So, Gilbert, this is the way you had to work tonight!" Her normally musical voice was hard and high-pitched. Without another word she turned abruptly and marched back home through the meadow.

The college girls spurned Sport's efforts and mine to escort them back to their dormitory and they left alone with a curt "Good night!" That sandhouse escapade became the talk of the entire division. Sport got fired, of course, but immediately went to work in the Rio Grande's water service. Elmer Mullin showed that he had a good heart, after all, by fixing it up for me to be promoted to brakeman.

Two days afterward, the indignant Julia boarded a train to Salt Lake City without bothering to say good-bye to me, and you could hardly blame her. I never saw her again, nor either of the two college girls, but tender memories persist to this day.

FORTY years passed, sprinkling my hair with gray. My first railroad love, the Denver & Rio Grande, renamed the Denver & Rio Grande Western, was about to tear up most of its narrow-gage trackage. At that time I was a "footboard yardmaster" on the Western Pacific at San Jose, California, working the shift between 4 p.m. and midnight.

Among my jobs was helping to make up the Fremont local. As a beginning, we usually pulled the caboose up the rip track and left it sitting alongside the sandhouse until the train was made up around 9 p.m. Then we kicked the crummy down the passing track, ran around it through the main and, after picking it up, crowned the local with it.

Like everything else in railroading, the sandhouses I had been familiar with and loved in my youth were changed considerably. Diesel locomotives, with a tractive effort quite different from that of steamers, had cut below half the amount of sand carried in sandboxes. With the old oilburners relegated to the scrap heap, there were no longer any flues to sand out.

Our sand on the Western Pacific came already sacked, dried, and flour-fine, and the sandhouse stood perpetually wide open, no door or window to close, just a wide opening. The big round-bellied stove with its hopper, that I remember so fondly, has become a museum piece. Instead of the kind of sandhouse I used to know, the present method is to dump the screened dry sand from bags into a tank. When the tank is filled, you turn compressed air into it, then climb onto the running board of the diesel and open the valve on the sand dome.

Glancing toward William Street on this particular night I saw half a dozen jalopies parked. Apparently they had come from San Jose College, which is located not far from the railroad yards. A lot of excitement seemed to be going on around the caboose and the sandhouse, but since the night was dark, with no moon riding the sky, I couldn't be sure what it was.

Our engineer headed us down toward the crummy. When he flipped his dimmed headlight to bright, I observed several fellows and girls of college age in the sandhouse. Some were drinking beer; others were petting and kissing. A readheaded girl with big breasts giggled. "Aw, stop now! Keep your dirty paws offa me!" But she didn't speak as if she meant it, and a young man's hands continued to explore her body in the semi-darkness. Empty beer cans lay scattered around.

Thus I bridged the forty-year gap between a modern night and my own youthful sandhouse parties of long ago. I realized that the old railroad ways had gone forever but that human beings were still basically the same. ●

Santa Fe Railway photograph

Barstow, Calif.: towers supply sand for diesel locomotives of Santa Fe.

Reading's largest steamers were the 2-8-8-0's such as No. 1827, here seen bucking a stiff grade near Mahanoy Tunnel in the mountains west of Tamaqua, Pa. These engines weighed 247½ tons each.

The Last Ten Years of

READING STEAM

Text and Photographs by
BERT PENNYPACKER

Giant I10sa Consolidation lugs a mile-long symbol freight at Tuckerton, just north of Reading, Pa. These were the largest single-expansion 2-8-0 types in the United States, built 1923-'25 by Baldwin. Thirty were later converted to T1 4-8-4's.

High-stepping G1sa Pacific hurries along Perkiomen branch with train 49 from Philadelphia to Allentown.

Heave ho! Mikado-types 1705 and 1708 begrime the neighborhood as they shove an eastbound freight train up the 0.8 percent Falls Grade entering Philadelphia in April, 1947. Note the unusual design of the high-tension wire gantry.

THE HOGGER, Russell Fenstermacher, sat comfortably in his big, leather-cushioned seat in the cab of a giant Reading articulated that stood hissing and panting on the Lebanon Valley wye track side of the Outer Station in Reading, Pa. This 2-8-8-0, No. 1821, awaited the next eastbound freight and would push it up the short 1.1-percent grade of Temple Hill. While she was waiting, we chatted with the fat Pennsylvania-Dutch hogger.

"It's a touchy job getting under way," he said, "because this 'Malley' has so much power that we'd probably crumple the steel caboose if I let it all loose too quickly. So we make an easy start and gradually build up on power."

He recalled how he had once pushed the wrong train up Temple Hill. "It happened one dark night when there were two eastbounds in the yards on adjacent tracks. A short freight required no pusher, but we blasted uphill behind it and I wondered why the usual weight wasn't there. I called the dispatcher to ask for permission to cross over and return to Reading after that push, and he bellowed: 'Dammit, you pushed the wrong train and tied up the road until you can get back here!"

During the busy, exciting years of World War II the 2-8-8-0 pushers were treated like V.I.P.'s, Fenstermacher told us. "Light Malleys returning to Reading often got top priority," he said, "sometimes being run ahead of passenger trains if loads of war materials had to move eastbound. In happier times, a Malley once pushed a Rail Ramble excursion train up the 3.3-percent Frackville Grade in the anthracite region. The hogger on that run is a friend of mine and still remembers what a ticklish job he had in pushing against an open gondola filled with enthusiastic railfans."

Standing on the Outer Station's solidly planked platforms and gazing in admiration at the nearby 2-8-8-0 bathed in bright morning sunlight reminded us that the heaviest and most powerful engine ever operated by RDG symbolized the road's great steam fleet of the 1940's. She bore unmistakable evidences of her owner, trademarks

Last Camelback 2-8-0 type, No. 1520, class I8sb, leaves Coatesville, Pa., with a "peddler" on the Wilmington & Northern branch; the date is April 3, 1948.

Another Wilmington & Northern branch local freight is headed up by I9sc heavy 2-8-0 No. 1955. Triangular formation at left is a crane in Luria Bros. scrap yard, where hundreds of old steam locomotives from the Reading were cut up.

Reading RR. boasted the world's largest and most powerful 2-10-2 types, such as class K1sd No. 3002, here shown in 1950 lugging a heavy freight train up the 1.6 percent grade from Tamaqua, Pa., to Mahanoy Tunnel. The first eleven 2-10-2 types, including the engine pictured here, were rebuilt from 2-8-8-2 Mallets.

Newtown branch local in 1942, pulled by much-rebuilt 4-6-0 Camelback 560. Outstanding photographs such as this one keep alive the memory of steam.

that accented nearly all RDG power: spoked pilot wheels, a huge bulging Wootten firebox with 108 square feet of grate area, and an arch-windowed cab fitted over the backhead.

Yes, the 1940's represented, for all practical purposes, the final decade of Reading steam power. During these years, the sights and sounds of this might filled the eager eyes and ears of railfan watchers around Reading's Outer Station. We saw handsome G1sa Pacifics whisk olive-drab varnish in and out of the trainsheds and listened in near disbelief as the world's largest 2-10-2's clanked majestically by with effortless ease while pulling 100-car freights that got the eastbound 2-8-8-0 pushers. Chunky Camelbacks hauled local passengers and did the switching, while in the distance the mournful

whistle blasts of mammoth 2-8-0's, class I10sa, reverberated as they lugged 125-car coal drags along the Belt Line west of town. The whistles on older Camelback passenger-haulers were slightly deeper in pitch, but the musical quills on the Pacifics had some of the quality of a symphony.

The Reading entered the 1940 decade with well over 700 steamers and probably not the slightest notion that ten years would see the near-end to that form of power. Of unusual interest were the largest fleet of Camelbacks extant, 341 in all, ranging from little 0-4-0's to the husky 2-8-0's and the high-speed 4-4-2's, some with 86-inch driving wheels. We've already mentioned some of the ponderous freight types. In 1945 thirty of the I10sa Consolidations became converts to the famous 4-8-4's, class T1, which gained belated prestige on Iron Horse Rambles.

Men like Reading's president Revelle

W. Brown and motive power chief E. P. Gangewere believed in steam power for the major mainline work. Although diesel switchers were showing up in increasing numbers, steam continued to rule the high iron, with only token use of road diesels—until about 1950 when the axe really fell on steam. An ambitious post-war program to improve motive power had seen the building of the T1's and, in 1948, this country's last ten Pacifics. It also saw the complete rebuilding and upgrading of ten older Pacifics, thirty class I9sb Consolidations, and all articulateds and Santa Fe types.

T1 No. 2123 is seen in 1946 doing just what she was built to do: hauling heavy freight. Here we see her wheeling the tonnage through West Lebanon, Pa.

How good was RDG steam? Tommy Foss, an engineer who worked for many years out of the old roundhouse at Bridgeport, Pa., put it this way:

"That roundhouse supplied power chiefly for heavy coal drags, and both the engines and the men who ran them had to be damn good. Back in the days when I8sb Camelback 2-8-0's were handling the St. Clair and Port Reading coal runs, an engine crew was judged by its ability to get over the road without tying her up. The fireboy had to hand-scoop the fuel into the big Wootten box through twin openings, one on each side of the backhead.

"But the big I9sb's with stokers changed all that. Their 55-inch drivers could really pull, although they rode very rough. Just to show you how two different men will run an engine, I fired those I9sb's on limestone drags over the Plymouth branch and up to Bethlehem. We always seemed to be stopped at Oreland, though, right on a grade and curve. One runner would start slow and easy, use sand, and get going like he had a Mallet pusher help-

Camelback Ten-Wheeler No. 676 hauls a deadhead movement through Perkiomen Junction with a full head of steam, as plume from safety valve indicates.

Iron ore for the blast furnaces of Bethlehem, Pa., moves slowly up the 1.2 percent Perkasie Hill behind two hard-working behemoths: an I9sb 2-8-0 and a T1 4-8-4. Photo was made in May, 1949, in the waning days of steam.

The *Harrisburg Special* gets a fast ride across the Schuylkill Valley bridge leaving Reading, Pa., behind brand-new Pacific No. 214. Photo was taken in 1948, same year that this class G3 4-6-2 type was built. She didn't survive long by steam locomotive standards.

ing out. But another hogger spun the drivers like mad, shaking the whole engine violently and just about ruining my fire. I thought we'd never get started or else this nut would break the driving rods, but he finally got her moving. There is quite a difference among engineers in the feel and handling of a locomotive."

We encouraged him to reminisce, and Tommy Foss went on: "Once an I9sb failed on the road because of improper fuel mixture and this was blamed on the hostler who had coaled her. You see, mechanical stokers would not handle pure anthracite. The anthracite was too hard, jamming the stoker screw every time, and it had to be mixed with bituminous coal. The Wootten fireboxes, which were designed to burn pure anthracite of various waste types, worked fine with hand-fired power, but the advent of stokers brought about a slight change."

All Reading enginemen with whom we talked agreed that the T1 4-8-4's were the best engines they ever ran. Tommy Foss remembers them well. A Port Reading coal trip with one almost got him into serious trouble with the officials. It seems that a brakeman running out of Bridgeport had learned a lot about firing and running these engines and he often took over either position in the cab for short periods of time. On this occasion a crew shortage had failed to produce a fireman for the run, and the experienced brakie said he'd fire her, which he did with ease. But on the return trip, a trainmaster climbed into the cab and asked who was firing the T1.

"I am," said the brakeman.

"Whattaya mean, you are?" retorted the official. "You are a brakeman and you're not firing anything." He turned to the engineer. "Who fired this engine over from Bridgeport?"

Jerking a gloved hand toward the brakie, Tommy Foss grunted; "He did, and if he can't fire her back to Bridgeport I'm not running her."

Well, the t.m. apparently decided it would be better to get the train over the road than tie her up with a rules technicality, especially in view of the crew shortage.

"OK," he said to the shack, "you can fire her again on the return trip, but I don't want any more runs made with brakemen firing, even in a pinch."

The passenger Pacifics were probably given the most care and attention of any Reading power. Most of them weren't very large as 4-6-2's go, having only 25x28-inch cylinders, but they pulled well and could run like scared greyhounds. During World War II they hauled enormous loads and you should have seen those hoggers deftly getting under way with barely a slipping driver—even on wet rails. Some design experts said the big Wootten firebox ruined the esthetic appearance of locomotives, but this didn't seem to be true of the Pacific types, which had a sleek and handsome look.

An unusual accident occurred twenty years ago when Pacific type No. 178 was inside Black Rock Tunnel near Phoenixville, Pa., and threw the tire from her main driving wheel on the right hand side. Following safety rules, the engineer avoided stopping a passenger train in the tunnel and ran her out the west portal. A diesel switcher took the train to Reading. A road foreman of engines happened to be riding that train home on his day off. Instead of getting home, he had to spend the day supervising a wrecking crew in getting the disabled 178 back to Reading shops.

The years from 1948 to 1952 saw the rapid dieselization of the Reading. Camelbacks were the first to go. By 1951, total steam ownership had dropped to 250, many of the locomotives stored and lying idle. The 1940's had truly been the company's final steam decade, although a few steamers remained in limited usage until the mid-1950's. Some G3 Pacifics went over to the Jersey seashore routes while T1 4-8-4's handled occasional chores in upstate coal regions as well as being leased to the Pennsy. And, of course, railfans were thrilled by the Iron Horse Rambles.

Today, those Rambles are only memories; but T1 engine No. 2102, now the property of Steam Tours at Akron, Ohio, remains available for somewhat similar trips. While we rejoice that this final survivor of a once-giant coalburning fleet is still being used now and then, we will always remember wistfully the excitement and glory of that final decade of smoke plumes over the Reading. ●

Interesting Railfans No. 71

HARRY P. ALBRECHT

By Freeman Hubbard

Railroad historian, publisher, and tinplate-train collector, Harry P. Albrecht is pictured in an appropriate settting, holding his Baldwin locomotive booklets.
Pennsylvania Railroad photograph

THE PENNSY K-4s Pacific has become indelibly associated with Harry P. Albrecht, a recently retired Pennsy freight claim investigator, because of the authoritative booklet on that group of Altoona-built 4-6-2's which he compiled, edited, and published as *Pennsylvania Railroad K-4s,* subtitled *A Picture Study of the K-4, Including Specifications, Text, Tender Data, and Other Information About the Famous Locomotive.*

From 1907 to 1913, the booklet points out, a total of 271 Pacifics of five different designs were built for the Pennsy, not quite all of them at Altoona. One of these, K4s No. 1361, stands proudly today on Horseshoe Curve in the Allegheny Mountains about 5.5 miles west of Altoona, Pa., as a memorial to the five generations of skilled workmen who turned out an impressive total of 6,783 PRR steam engines in all classes. Towering above the rest in importance, the K-4 is not only Harry's favorite class, it is also one of the alltime choices of steam buffs in general. Orders for the booklet came in so fast that a second printing soon became necessary.

"Producing it," Harry tells us, "is something I had long wanted to do and I spent nearly two years of spare time on it, beginning in 1965."

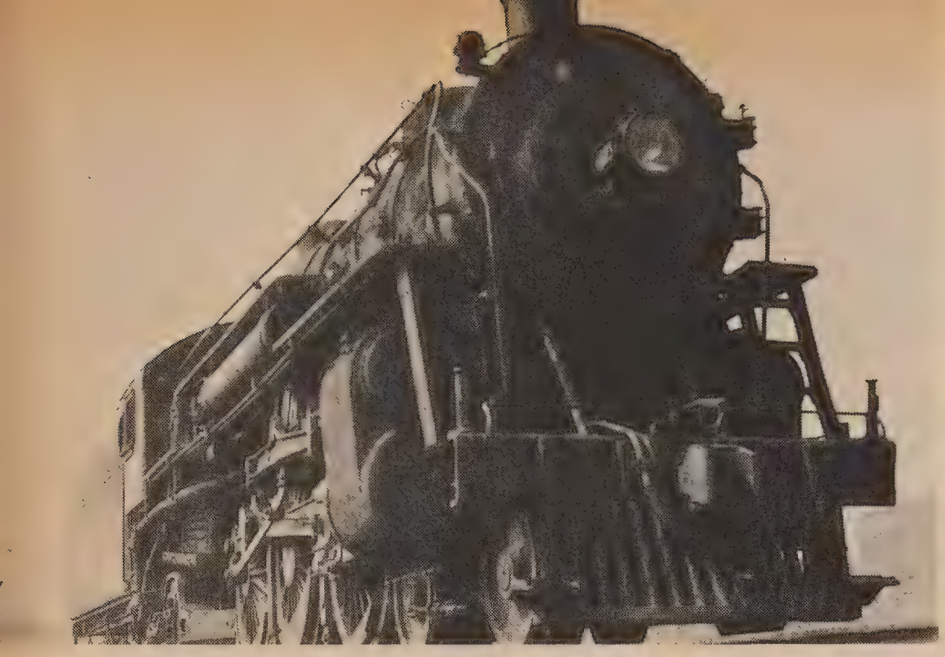
His interest in compiling railroad data dates back to the early 1920's. He was associate editor (in addition to his Pennsy job) of two small hobby magazines, first the *HO Monthly*—for Harry also likes model railroading—and later *Electric Trains.* At his suggestion, the publisher of *Electric Trains* issued a series of four pictorial brochures on the 4-4-0, the 2-8-0, the 0-6-0, and the 4-6-0, known collectively as *Railroad Photo Albums,* which Harry edited in 1951 and '52.

About ten years later, with the ap-approval of Baldwin-Lima-Hamilton Corp., he began publishing reprints of *Records of Recent Construction* of the old Baldwin Locomotive Works, of which he has an almost complete file in his library. The reason why he didn't publish them before, Harry confides, is money—the lack of it.

His reprints include accounts of the Pacific type (originally issued by Baldwin in 1914), Mallet articulateds (1912), and the Santa Fe Railway (1906). To the Santa Fe booklet he added dimensional drawings of all Baldwin engines which pulled the record-breaking special train for "Death Valley Scotty," drawings from the Santa Fe archives. Harry's latest two Baldwin reprints are *Eight Driving Wheel Locomotive Record* (1917) and *Locomotives for Industrial and Contractors Service* (1917). He puts out his booklets under the designation *Steam Locomotives of Yesteryear* and, as a whole, has sold a few thousand copies.

Born in Philadelphia on Dec. 1, 1904, Harry has lived in that area ever since, his present address being 40 Wilton Avenue, Clifton Heights, Pa. 19018, a suburb of the big city. His boyhood school stood near the shiny tracks of

Harry's late father-in-law, Frank S. Diernbach, with the scale model he built of Philadelphia & Reading 4-4-0 No. 101. This model is now in Franklin Institute.



(Left) New York Central No. 4683, a class K-3q Pacific type, at Harmon, N.Y., 30 years ago. (Right) Lehigh Valley No. 4040 is shown at Mauch Chunk, Pa., in 1944. All photographs on this page by Harry P. Albrecht

the Pennsy's New York Division and the future claim investigator spent many lunch periods there watching the steam trains with their great trailing smoke plumes. His biggest regret today is that he didn't begin photographing them at that time.

But occasionally he went to the shops at 26th and Aspen streets where tenders for Baldwin iron horses were built; he peered through the not-too-clean windows and what he saw inside fascinated him. Sometimes, with his parents, he'd board an excursion train of the Philadelphia & Reading for a trip to Mauch Chunk, Pa. (since renamed Jim Thorpe), and ride the antique switchback rail line and then a trolley to Flag Staff.

His native city's mass transit in those days was by streetcars. Harry lived near a car barn and repair shop of the old Philadelphia Rapid Transit Co. He liked to hang around there, observe the work being done on the cars, and chat with the workmen, and was especially fond of the quaint open trolleys that ran through the city's Fairmount Park.

(See page 37.) He also played on alto saxophone in the 1920's with a number of pickup orchestras.

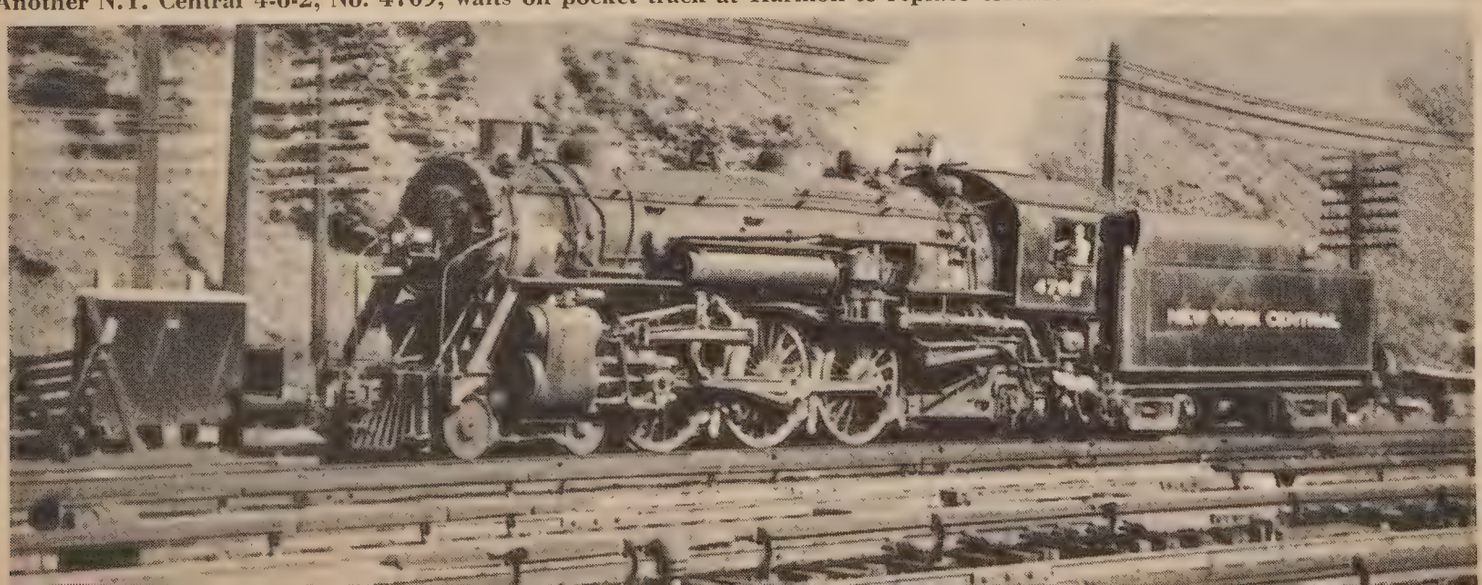
In his mid-teens he began making scrapbooks with clippings from *Railroad Magazine* and other publications, and later he started to photograph engines and trains, both stills and movies. In 1924 he met the lovely Florence Diernbach, who is now his wife. Her father, Frank S., since deceased, was then a P&R engineer on the New York run. He was so fond of an earlier Reading engine, No. 101, a 4-4-0 Camelback, that in 1929 he built a scale model of her that is now at the Franklin Institute in Philadelphia.

Around that time, future railfan No. 71 built his first scale model, a Pennsy K-4 of course, in O gauge with outside third-rail operation (which he later "two-railed"), under the guidance of the publishers of the old *Modelmaker* magazine. This marked the inception of his scale model railroad. Another publisher, A. C. Kalmbach, tells us that in 1933 Harry Albrecht was the first subscriber to *The Model Railroader* and "he still remains as active and capable in scale model railroading as he was 35 years ago."

Meanwhile, in the early 1930's our subject had helped to found the Philadelphia Society of Experimental & Model Engineers. As the club's secretary he learned that a new monthly, *The Model Railroader*, would be published, whereupon he became subscriber No. 1 and wrote an article on his own layout for the magazine's first issue. Later, his interest extended to collecting antique toy trains; he now has more than 800 toy items, the oldest being an Ives O gauge engine made in 1905.

In 1946 Harry had his first ride in an engine cab, No. 3006, a Pennsy class H9, which ran 8 miles between Pottsville and Minersville, Pa., with switching chores that took up most of the day. Shortly afterward he was thrilled to ride GG1 motor No. 4931 from Broad Street Station, Philadelphia, to Penn Station, New York—two great passenger depots that have since been torn down.

Another N.Y. Central 4-6-2, No. 4709, waits on pocket track at Harmon to replace electric loco on northbound train in 1938.



(Above) Harry and Florence Albrecht as they are today. (Below) Florence as she looked about 20 years ago.

Like many of our *Interesting Railfans*, Harry is also a railroad man. He went to work in the Pennsy's Freight Claim Department on July 1, 1922, and retired last July 23rd. During most of that time his job was to investigate and settle claims of loss or damage. An unusual claim on which he was consulted had to do with a shipment of bathing suits consigned to the French Riviera and part of an icebreaking machine destined for Iceland. By some mixup of railroad car numbers, the swim suits went to Iceland while the machine, which was a rush order, was delivered to France.

On one occasion, the Pennsylvania Public Utilities Commission called upon the PRR for a model it needed to show highway safety: a section of model railroad with a highway crossing the tracks, including signals that flashed to warn motorists of approaching trains. Harry was temporarily released from his regular work to make such a replica, which he did with the cooperation of the Pennsy's Signal Department, and it was exhibited at a Harrisburg farm show.

"During his early days in the Freight Claim Department, Harry lived in a world of steam engines and freight claims," a friend of his, Harvey D. ("Bud") Bradford, Jr., of Chester, Pa., comments. "An amusing incident occurred one day while we were walking down the aisle of Gimbel's department store in Philadelphia. Harry heard a counter telephone beside him ring. Automatically, without even thinking, he picked up the receiver and said: 'Freight Claim Department, Albrecht speaking,' while a nearby clerk looked on in amazement."

For a short time Harry "went steady" with Florence Diernbach, but they gradually drifted apart. Next, he courted Dorothy Brown of Pottsville with many a train ride between that city and Philadelphia, and he married her in 1928. They lived together congenially until his death in 1949. A year later, he returned to his first love, Florence, who was now an attractive widow with two daughters and at that time a practical nurse, and once more the wedding bells rang out. This brief paragraph covers 40 years of ecstasy, sorrow, and everyday living.

Slender and short, Harry weighs about 138 pounds, has dark brown hair streaked with gray and brown eyes and is easy to get along with. He is an active member and past president of the Glenolden (Pa.) Association of Model Railroaders, a club he helped to organize. He is also active in the National Railway Historical Society, which he has served as a national director and as the Philadelphia Chapter's vice president in charge of programs. Besides, he is a charter member of the Train Collectors Association and belongs to the Pennsylvania Research & Information Association, which is much interested in PRR lore.

"Harry and I were distantly related," his wife says, "which explains why I have known him since childhood."

Florence has clear blue eyes and a friendly smile. Her list of reasons why she is proud of her husband includes his dependability, his religious faith, and the fact that he does not drink, smoke, or gamble. Harry was ordained a deacon, is now an elder in the Trinity United Presbyterian Church, at Clifton Heights, and for several years has been assistant Sunday school superintendent. He plays a soprano saxophone in the orchestra of his church. Florence also is active in religious work.

Besides her daughters, there are five grandchildren; and a tri-colored beagle named Midge is also an important member of the family. The Albrechts live in a bungalow with a large attic. Harry uses one of the attic rooms as an office. In it is a filing cabinet which holds his catalogs of antique toy trains, Pennsy equipment blueprints, folders issued by various railroads, newspaper and magazine clippings, and a collection of picture postcards of rail subjects. He also has about 3,000 feet of railroad movies which he shot long ago, a few slides, and hundreds of photographs and negatives acquired from various sources.

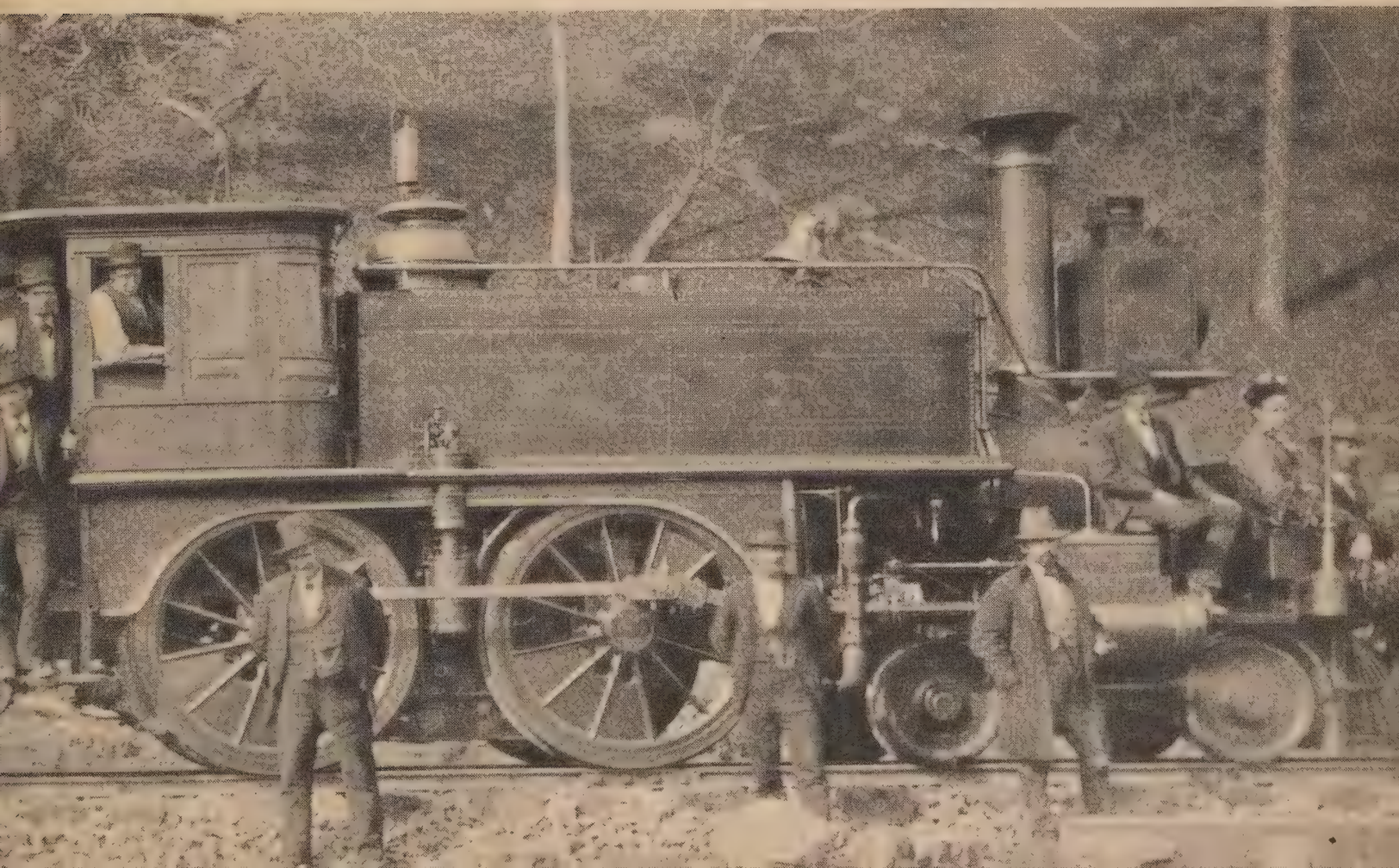
Another attic room is his railroad den, the main feature of which is a platform, about a foot from the floor, on which he has standard and No. 1 gauge trackage and equipment. Around the walls are shelves displaying cast-iron steam locomotives and complete train sets of early tinplate days. Harry also collects old phonograph records, which he often plays for his own enjoyment or to entertain visitors. Like the late Lucius Beebe, he is additionally fascinated by antique automobiles, but he has only a few old catalogs, not the cars themselves.

His major hobby interest, aside from his own K-4 booklet, is the Charles H. Caruthers collection of old official photographs of steam locomotives (a few of which this magazine has published on its contents page from time to time) and erection drawings on parchment, blueprints of engines and their parts, and other memorabilia such as a locomotive classification and register of he Pennsylvania Lines dated Jan. 1, 1904, and Nos. 1 through 7 original booklets entitled *Record of Recent Construction,* dated 1898, in perfect condition.

Mr. Caruthers was a famous mechanical engineer who wrote articles on motive power for technical journals, his major interest being the PRR. After he died, Harry Albrecht bought the collection from his heirs. ●

Erie Railroad 4-6-2 at Pittsburgh & Lake Erie station in Pittsburgh, about 1937.
Photograph by Harry P. Albrecht

C.H. Caruthers photo in Albrecht collection
Pennsy 4-4-0T No. 251 in about 1870 with small private car built as part of another inspection loco and later mounted on caboose truck. Pittsburgh Div. superintendent used it till '77.



Information Booth

ASK BARBARA: **Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.**

1 Were "Harriman"-type passenger cars considered transitional between old-style and streamlined equipment?

No, says passenger car authority Bob Wayner. The "Harrimans," distinguished chiefly by their highly-rounded arch roofs, were of older conventional design rather than the unitized, smooth-contour, streamliner design in which the roof and the sides appear to be blended. They were found chiefly on the lines of Edward H. Harriman's old rail empire (Union Pacific, Southern Pacific, *et al.*), but were not intended for use in special trains, being simply a variation on conventional design.

2 I have several railroad artifacts with initials I can't identify; for example, W.C. Ry.

Brother, have you got a problem! It might have been any one of 16 or more lines: Washington & Choctaw (abandoned); Washington County, Md. (now part of B&O); Washington County, Me. (now part of Maine Central); Waynesburg & Canton (was part of Wheeling & Lake Erie); West Chester (was part of PRR, now Penn Central); West Coast (now South Georgia, part of Southern Ry.); Western Coalfields (was part of Atlantic Coast Line, now Seaboard Coast Line); Western Counties (now Dominion Atlantic); Westfield & Chautauqua (later Jamestown, Westfield & Northwestern, now abandoned); Wheeling & Cincinnati (now part of B&O); Wichita & Colorado (now part of Missouri Pacific); Wilmington & Charlotte (was part of Seaboard Air Line, now Seaboard Coast Line); Wisconsin & Chippewa (now Marinette, Tomahawk & Western); Wisconsin Central (now part of Soo Line); Wynesburg & Canton (was part of Wheeling & Lake Erie, now part of Norfolk & Western); or Wyoming Central (now part of Chicago & North Western). Good luck!

3 What is the world's steepest grade on a trunk-line railroad used by long-distance trains?

The steepest we know of is 6.67 percent for 7 miles on the Shin-etsu line of the Japanese National Railways on Japan's main island. Due to its steepness, the so-called Abt system (rack and pinion) had long been used on this section, but in 1963 it was replaced by adhesion traction using powerful electric locomotives.

Electric trains, both multiple-unit and locomotive-hauled, pass over this section, but in the case of m.-u. trains the railcars had to serve as a dead load, relying for motive power entirely on locomotives. As the electric railcars hauled by a locomotive gravitated in the downhill direction, undue stress was apt to be caused on the couplers, particularly when the emergency brake was applied. Because of this problem, the number of cars making up a train was limited to 8. With the traffic volume increasing on the line, this became a bottleneck.

Studies were made on how to add more cars on each train. As a result, engineers devised a method of synchronizing the brake and motive power of each railcar with those of the locomotive. Prototype cars to meet these purposes were then built and successfully tested. New cars were ordered. Beginning this fall, it is expected that all m.-u. trains on the Shin-etsu line will consist of 12 cars.

4 Which railroads still operate Alco DL-109 diesel locomotives?

Only the Chicago, Rock Island & Pacific, as far as we know.

5 Which companies owned or controlled Baldwin Locomotive Works before about 1900? I have noticed several different names on old builders' plates from old Baldwin locos.

The confusion no doubt arises from the little-realized fact that the Baldwin Locomotive Works was not incorporated under Pennsylvania state law until July 1, 1909. Prior to then, it had been owned by a partnership, the name of which would naturally change as senior partners entered or withdrew from it. The chronology of name changes from the time of founding in 1831 until incorporation is as follows: 1831: Matthias W. Baldwin, himself; 1839: Baldwin, Vail & Hufty; 1841: Baldwin & Vail; 1842: Baldwin & Whitney; 1846: Matthias W. Baldwin, alone; 1854: M. W. Baldwin & Co.; 1867: M. Baird & Co.; 1873: Burnham, Parry, Williams & Co.; 1891: Burnham, Williams & Co.; 1909, incorporation as Baldwin Locomotive Works.

The "& Co." in several of the partnership names referred to junior partners, some of whom subsequently became senior partners with their own names thus added to the name of the partnership. Regardless, the physical plant was still known as Baldwin Locomotive Works, and the locos it produced were known as Baldwins.

6 Referring to the photo (April issue) of a Milwaukee Road 2-D-D-2 electric loco, you indicated it was built for the Soviet Union in 1948 but never sent there. Why not? Also, the U.S.S.R. uses 5-foot gage. Were the locos built to this gage and then changed to standard, or were they partially built when the decision was made not to export them and then completed as standard-gage power?

Twenty of these locos, nicknamed "Little Joes," were built by General Electric in 1948 to five-foot gage and were ready for shipment to the U.S.S.R. when economic difficulties arose between Uncle Sam and Uncle Joe (Stalin). The order was cancelled. Later, the completed locos were regaged and otherwise modified by GE, which sold some to the CMStP&P, some to the Chicago South Shore & South Bend, and some to the Paulista Railway of Brazil.

7 Describe the Santa Fe's new Super-C freight service.

Limited to short trains (20 cars maximum) of piggyback trailers and containers on flatcars, *Super*-C is a premium-priced, high-speed service between Chicago and Los Angeles. In-

augurated January 17th, the first *Super-C* broke rail records, passenger and freight, by streaking from Chicago to Los Angeles in just over 34½ hours: 2,220 miles at an *average* speed of 63½ mph. Involving no stops or switching, *Super-C* is an extension of the unit-train idea, with fixed prices simplifying service: $1,400 per trailer, one way, plus $4 per cwt. or fraction thereof over 35,000 pounds.

8 ***How does the Sperry flaw-detector find internal defects in rails?***

By passing a current of about 3,000 amps. at low voltage through the rail, a magnetic field is set up around the rail. As the detector car moves along, maintaining the magnetic field as it moves, an induction coil hung from the car picks up any disturbance in the field. Since such disturbances are usually caused by flaws inside the rail head, the measuring instruments respond to changes in the field by causing a daub of paint to be sprayed onto the rail, thus locating the flaw visually for the track gangs to remove.

9 ***When did the New Haven Railroad last give local passenger service on its Harlem River Division, in the New York City suburban area?***

In 1931. This division, which is part of the Hell Gate Bridge route connecting New England with the Pennsylvania RR., runs through the eastern Bronx Borough of New York City and joins the New Haven's main line at New Rochelle, to the north. Stations were located at Willis Ave. and the Harlem River (the southern terminal), Port Morris (East 135th St.), Casanova (Leggett Ave.), Hunts Point Ave., Westchester Ave., West Farms, Van Nest (near which the NH had its electric loco and car shops), Morris Park, Westchester (Williamsbridge Rd.), Baychester, Bartow (City Island Rd.), all within New York City; and at Pelham Manor, Woodside (Kings Hwy. in New Rochelle), and the pocket track at the main station at North Avenue in New Rochelle.

Virgil C. Sharp, Berkeley, Calif.

Engineer oils No. 45 of the California Western at Willits, Calif., an unusual sight in the United States in 1968.

(July 24, 1968) Sweeping gracefully around a curve at Waldwick, N.J., are Nos. 3301 and 3302 eastbound with an Erie Lackawanna manifest freight train, NY 98. Each EMD unit, GE U-33, with 3300 hp., arrived recently from General Electric.
D. P. Wallworth, 135 Brookside Ave., Hohokus, N.J. 07433

10 ***What is the criterion for determining whether a railroad is Class I?***

The Interstate Commerce Commission designates all roads under its jurisdiction with annual operational revenues of $5 million or more as Class I. All others are Class II.

11 ***How are the degrees of railroad track curvature measured?***

On a curve of constant radius, the degree of curvature is equal to the angle formed by two radii drawn to points 100 feet apart on the outside rail. The 100-foot separation is measured in a straight line, not along the rail curvature. Few curves on main lines are sharper than about two degrees. Fractions of degrees are expressed in minutes and seconds: 60 seconds to the minute, 60 minutes to the degree.

12 ***I am looking for an old poem, "Pensioned Engineer," by J. W. Nealon.***

Look no further. Here it is, as printed originally in *Locomotive Engineers Journal* long ago. "M.M." stands for master mechanic.

Out to the shops on a storage track
Is an old sweetheart of mine;
She is battered and worn, faded and shorn,
The old Nine Forty-nine.
She was brand new when I was set up—
A beautiful sight to see—
And I was the proudest man on the line
When the M.M. gave her to me.

Today when I saw her there was nobody 'round,
So I spoke to my oldtime pal
And I said in a voice that I knew she knew:
"How've they been treating you, gal?
The years have been long since last we met,
The going been mighty hard;
My name is now on the pension list
And you are in the discard.

"Things have changed an awful lot
Since the year of seventy-nine,
When we were pulling the fast express,
The finest train on the line.

One of the Kansas City Southern's two Shays: No. 900, class S, weighing 160 tons.
Collection of Don G. Campbell; see item below

All the oldtime bunch are gone
That we knew, both you and I;
Let's hope they're on the payroll
Of the roundhouse in the sky.

"I'm sitting once more in your cab, old gal,
As I did in the days gone by;
Your lever bar is out of gear,
Your water glass rusty and dry.
But I'll be the fireman and engineer,
And I'll open your throttle wide;
And over the rails of memory
We'll go for one last ride."

Running Extra

Answering George Hess's recent query about two-color lantern globes, Lawrence E. Stalter, 32 W. Park Ave., Park Ridge, N.J. 07656, quotes Bill Knapke as stating that some conductors used them to distinguish their signals from those used by brakemen. Such a lantern might have the upper part of the globe red, green, or blue, and the lower part clear.

A green-and-clear lantern might have been used also to stop trains at flag stops, according to Ivan W. Saunders, 304 6th St., Glassport, Pa. 15045, who adds that such usage would conform to the green-and-white flag in daylight.

"I saw one of these flags years ago at Westfield, N.Y., on the New York Central," he writes. "The agent stepped out where the oncoming engineer could see him, and waved his flag, which had the green and white portions divided diagonally. The 'eagle-eye' answered with the usual two short whistle blasts, and began to slow down. This was on the NYC's 'racetrack.' Hotshots zipped through the dew there so fast that it seemed that the markers were about a foot behind the headlight."

Ivan also comments on a question about the Hastings & Dakota Ry. by Irvin L. Faust (Aug. issue): "The H&D evidently was a chattel of the Milwaukee Road. The 1880 *Poor's Manual* showed it as having 15 miles of line, but a later edition shows the H&D Extension Ry. with 278 miles. In both listings it appears under the Milwaukee Road heading."

Information on the demise of, and disposition of locos of, the Warren & Saline River, Buffalo Creek & Gauley, and Bonhomie & Hattiesburg Southern is wanted by Craig Sanders, 417 Ballif Hall, University of Utah, Salt Lake City, Utah 84112.

"I have a loco bell I'd like information about," writes Bill Clark, 3609 McKinley St., Lake Charles, La. 70601. "It is mounted on a lyre-shaped frame with a star at the bottom, and has 'D&M' lettered on one side of the top of the frame and '158' on the other."

Larry Seabury said in our September issue that the Kansas City Southern's 3-truck No. 90 was the world's largest Shay in 1939, and asked, "Why should a railroad operating over flat terrain need a Shay loco?"

Says W. T. Church: "The KCS is a flat-terrain line between its two southern terminals, New Orleans, La., and Port Arthur, Texas, as far north as Texarkana, a city on the Arkansas-Texas border, but from there on up it is a hill road. At Texarkana, 337 feet above sea level, the KCS climbs in 110 miles some of the highest peaks in the Ouachita Mts. Highest point on the line is Rich Mt., elevation 2750 feet. After leaving the State of Arkansas the route runs through Oklahoma hill country to Kansas."

Listen to Don Campbell, 7902 E. 113th Terrace, Kansas City, Mo.: "The KCS had two Shays: No. 900, class S, a 160-ton, 3-truck type (Lima, 1913) and No. 901, Class S-1, a 125-ton, 3-truck type (Lima, 1914). Both were acquired for switching at the industries and warehouses in the 'North End' of Kansas City, where the sidings and spurs have relatively sharp curves and steep grades. Neither served in main line service. No. 900 was retired in 1928 and then her sister, No. 901, the following year."

And Lester C. Harlow, 5015 Cape May Ave., San Diego, Calif. 92107, adds: "As one raised on a farm in the Ozark Mountains next to the KCS, I can say that there are some stiff grades on this line. Starting at Neosho, Mo., and continuing south for the next 270 miles, KCS goes *over* the mountains, not around or through them. Another steep grade goes up Rich Mt., south of Heavener, Okla. Such grades were the reason for the use of 0-8-8-0 and 2-8-8-2 types on the KCS."

Penn Central has just ordered 100 fast, heavy-duty, diesel-electric locomotives, 70 to be built by General Motors, Electro-Motive Div., and 30 by General Electric.

Canadian National has awarded General Railway Signal Co. a $1½ million contract to provide equipment for 115 miles of centralized traffic control on its Kingston Division between Kingston and Clarke East, Ontario.

"I am looking for a picture of Wheeling & Lake Erie No. 1, the first engine in Dalton, Ohio, or one like her," writes Glenn McKinley Saunder, 162 N. Mill St., Dalton, Ohio 44618.

A retired Southern Pacific engineer named Hervey Angier, 402 Channing Ave., San Antonio, Texas 78210, comments on our item about dwarf signals (Sept. issue), "A signal imperfectly displayed means *stop,*" and quotes the SP rule to that effect. We had stated that nothing prevents an engineer from passing, at night, a dwarf signal set for stop but with its light out, and we reiterate that there is no physical prevention of such action. However, the rules governing such situations imply that engineers know the location of every place where they may expect to find a signal and require them to stop unless its indication may be readily ascertained.

Commenting on Wade Hall's question (Aug. issue) about the number of locomotives built by Baldwin in 1902-'04, Bill Moore, 2996 Roosevelt Rd., Muskegon, Mich. 49441, says, "You cannot always rely on the differences between serial numbers to count the locos built during a given period."

He points out that Baldwin built 3,580 steamers in 1918, nearly half the total U.S. production for that year, so it is reasonable to believe they could have built 4,570 or so in 1902-'04. Occasionally, some series of serial numbers would be assigned to, or saved for, certain types or orders of locomotives, say 6000 to 6100, but not all the numbers in that series would necessarily have been used. In the case of a demonstrator scheduled for production but then withdrawn, only one number out of a series of a hundred or a thousand might be used. Thus, it is possible that Baldwin skipped one or more series of numbers between its builder's plate of April, 1902, serial number 20274, and that of December, 1904, serial number 24845.

STEVE MAGUIRE'S

TRANSIT TOPICS

Scenes on Philadelphia's Fairmount Park trolley line, September 8th, 1946, one day before abandonment: (left) crossing Strawberry Mansion Bridge over the Schuylkill; (below) car No. 31 at Parkside Ave. and 31st St. Plans for a new trolley line in the park are being considered.

Both photographs by Steve Maguire

HOW MANY readers remember the charming woodland rail service that the Fairmount Park Transit Co. operated in Philadelphia, mostly with open trolleys, along 9 miles of track entirely within what is reputed to be the world's largest city park? After the line was abandoned Sept. 9, 1946, we wrote its obituary for Dec. '46 *Railroad Magazine*, our piece being subtitled "Not even Philadelphia's passion for antiquity could save this outworn electric."

Steve Maguire

No one was too happy about this extinction, for the trolleys were an excellent connection between both ends of the vast park and they passed the former amusement resort known as Woodside Park midway along the route. After abandonment, the dozens of open cars and a few closed ones were unceremoniously burned and the tracks were taken up.

Why do we mention this now? Well, because we learn from a reliable source that Fairmount Park authorities are now seriously intent on building a new trolley line in that park. We understand that only a lack of equipment and overhead parts could prevent this from becoming a reality.

TRACK maps of Milwaukee Electric's city and interurban lines are needed by Central Electric Railfans Assn., P.O. Box 503, Chicago, Ill. 60690. Anyone supplying such maps would help greatly in the preparation of CERA *Bulletin 112*, to be published next year, covering the Wisconsin lines. Also needed are photos of the old Merrill, Wisc., trolley system.

SPECIAL tokens issued to commemorate the opening of Bloor-Danforth Subway extension last May 11 are still available at 50 cents a pair, including postage, from Treasury Dept., Toronto Transit Commission, 1900 Yonge St., Toronto 7, Ont., Canada. One token bears the Indian crest seal of the Borough of Etobicoke; the other shows Scarborough Bluffs with a sailing vessel in the foreground.

AN AUTHORITATIVE protest against destruction of the Pittsburgh rapid transit rail lines to Library and Drake was made by C. D. Palmer, former president of Pittsburgh Railways, at his first meeting as a director of the Port Authority of Allegheny County. Mr. Palmer startled his fellow members of the board by branding the proposed abolition of all South Hills trolley routes as "an economic crime."

After waiting until a fairly routine board meeting was nearly over, he unleashed a barrage of criticism concerning the maintenance of streetcars and tracks, the Skybus, and a plan to pave over the Castle Shannon-Drake-Library trolley rights-of-way for the use of buses. He quoted from a study done for the Authority which noted that maintenance was being "deferred" on streetcars and rail rights-of-way as well as certain bridges.

John W. Dameron, general manager of the Authority, told Mr. Palmer that only necessary maintenance was being performed, due to PAT's plan to eliminate all streetcars in the near future. But this didn't please Mr. Palmer, who maintained that maintenance on some trolleys has been deferred to the point that they don't operate any more.

"This neglect has been going on for some time, hasn't it?" he asked.

"For many, many years," Mr. Dameron replied sharply.

The former PR president countered that the Authority neglected rail equipment because it was waiting for a decision on "Your so-called Skybus." He said he saw "a host of problems" with the South Park Skybus experiment and pointed out that switching is one of the biggest technological difficulties facing the Westinghouse lightweight transit system.

"You have rapid transit comparable to the Toronto subway," he told the board, "and to do anything to impair its effectiveness is wrong."

Mr. Dameron said it was impossible to get replacements for trolleys because they aren't used any more. "You know that," he added.

"No, I don't," said Mr. Palmer, adding that replacement parts could easily be obtained.

Meanwhile, the State of Pennsylvania has given PAT $1.9 million more to help pay for its 1967 losses. PAT is already $2.8 million in the red for 1968, not counting additional sums for depreciation expenses for the year. No one knows where this money will come from. With monthly losses of $750,000, it will take another piece of legislative generosity by the state to bail PAT out for the current year. Not included in these are payments on a 5-year $20 million bond issue recently floated. For this news we thank Jim Cerny of Pittsburgh and Al Kleinsmith of Cleveland.

WEST COAST reports tell of Bay Area Rapid Transit construction continuing to progress despite a $144 million deficit. The line, now partly com-

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

pleted, will continue to be built until BART runs out of money. Already 38 miles of basic line structure are in place throughout Alameda, Contra Costa, and San Francisco counties. They include 8 miles of excavated subway, 17 miles of erected aerial line, 11 miles of surface roadbed, and 2 miles of underwater Trans-Bay tube.

In all, more than 60 miles of the 75-mile regional network are now being built, according to B.R. Stokes, general manager of BART. His recent report to the board of directors said that design of the rapid transit system and its facilities is now 87 percent completed, construction is 33 percent done, and 86 percent of the network's right-of-way has been bought.

Thus far, 120 or so construction and procurement contracts, amounting to nearly $600 million, have been awarded. Another 100 contracts, totaling over $200 million, must still be awarded before any part of the system can operate. For this and the purchase of trains, the California Legislature must authorize some $144 million in additional funds, reports Ralph Kerchum of Oakland, Calif.

Efforts to provide funds to continue the work have failed in the Legislature because each time they reach the State Senate, Senator Baron Collier, chairman of the Transportation Committee, promptly shelves them. Collier hails from Yreka, a small community in northern California, and is proud of being called "Father of California Freeways." His efforts to protect highway interests and knife rapid transit were featured in a *Wall Street Journal* story which exposed his connections with highway contractors, motor car dealers, and cement firms.

"It was his committee that last year killed, without hearings, two rapid transit financing measures," the *Journal* states. "Both had passed the Assembly. One would have imposed a special sales tax on gasoline, the other increased auto registration fees. Both would have provided $150 million that San Francisco needs to complete its system and would also have supplied funds to start the Los Angeles transit system . . .

"Members of his committee say privately that he runs the panel in an 'autocratic fashion.' . . . How much of the Senator's opposition to rapid transit support of freeways is based on ideology and how much on influence from auto, oil and other highway interests is impossible to say."

Meanwhile, the controversial BART test track is haunted by the same signs of decay that plague an old trolley line as it nears the fatal day when it makes its final run, H. W. Demoro wrote in the Oakland *Tribune-Sun*. Track is worn, switches are bent, and rolling stock is battered and weary. That's how it is today along the 4.5-mile line between Walnut Creek and Concord.

The testing program to develop and perfect components for the BART trains is almost at an end. The test track will be ripped up because it is now considered obsolete.

San Francisco's Market Street Railway Co. discontinued its Sacramento and Clay Streets cable-car line in February, 1942, and car 19 was purchased in 1948 by the Pacific Coast Chapter of the Railway & Locomotive Historical Society. After 20 years of storage, the car was renovated under the able direction of Fred A. Stindt (left), chairman of the chapter, and Charles Smallwood (right), general foreman of the cable-car system. Now on display, with other historic cable-cars, at Washington-Mason cable-car barn, it resembles California St. cable-cars still in service, with some differences. Fred Stindt was No. 10 in our *Interesting Railfans* series (Oct. '62).

RAIL transit with bus feeders is the best solution to mass transportation problems in the L.A. area, according to a survey prepared by Simpson & Curtin of Philadelphia for the Southern California Rapid Transit District.

According to the L.A. *Times*, Mr. Curtin said he reviewed 45 rapid transit systems, some in operation, others in the concept stage, before determining that the combined rail-bus system is the best mode of rapid transit for Los Angeles.

The systems studied included monorail (which the RTD wrote off several years ago), rubber-tired systems like the Montreal and Paris Metros, sky-buses, rapid "busways" and a number of futuristic systems, most of them still on paper.

A proposal for Greater Los Angeles, on which a vote for financing will be taken in November, would cover 89 miles, using 765 rapid transit cars, 66 stations, and 850 feeder buses. Frequency of service during rush hours downtown would be every 90 seconds, and every 3 minutes in the suburbs.

Cost of the system, $2.5 billion, would be financed by a bond issue met through a one-half cent sales tax boost. The system would be completed in 1975 if the voters agreed to the financing plan.

NEW edition of a guide which lists the major points of interest in and around Chicago and how to reach them by CTA service, including a map, may be obtained without charge by writing *See Chicago by CTA*, P.O. Box 3555, Chicago, Illinois 60654.

FOLLOWING the publication of our story of the only known electric passenger line Alaska in August *Rail-*

Wilbur T. Golson, 5465 Washington Ave., Baton Rouge, La. 70806

Texas Transportation Museum's former Veracruz open car No. 6 in operation on Pearl Brewery plant tracks, San Antonio, June 16th. (see item on page 52). One of the plant's two trolley locomotives may be seen in background.

Looking south along Illinois Street, Indianapolis, Ind., on a warm summer day of 1929. Around the corner to the right was the Union Traction Terminal. Its still-extant shed is due for demolition soon, like many other old landmarks in this country.
Collection of John G. Williams, Jr., 6130 N. Carvel, Indianapolis, Ind. 46220

Patricia Lacaillade waves from a former Manchester Street Railway car displayed in Bank Square, Laconia, N.H., during the city's Diamond Jubilee celebration, June 27th-July 6th. The trolley was built in 1906 by Laconia Car Co., once the city's largest industry, and was restored and lent for the display by Seashore Trolley Museum, Kennebunkport, Me.
O.R. Cummings, 105 Theresa Ct., Manchester, N.H. 03103

road, we received additional facts on the Thane-Perseverance Ry. from Alden W. Gould, Jr., 1950 San Ramon Ave. No. 3, Mountain View, Calif. 94040. Alden sent us issues 10 and 11 of *The Moose Gooser*, publication of the Alaska-Yukon Chapter of the National Railway Historical Society. Issue 10 shows a fine photo of Alaska Northern Ry. single-truck, railroad-roofed, passenger car No. 2. Issue 11 tells the story of the mine electric line at Perseverance, Alaska.

Photos with the Perserverance story indicate that the two locos that hauled passenger cars to the mines were small mine-type engines. Here is Bill Thomasson's chronicle of the line as written for *The Moose Gooser* (Box 2248, Anchorage, Alaska 99501):

"Large-scale operations along Sheep Creek began Jan. 14, 1911, with the incorporation of Alaska-Gastineau Mining Co. at Albany, N.Y. They opened up the Perseverance mine and took over all mining interests of earlier companies. The new concern built housing, a wharf, power plants, etc. A tunnel 10,497 feet long was 'holed' through the mountains April 1, 1914, from Sheep Creek to Perseverance.

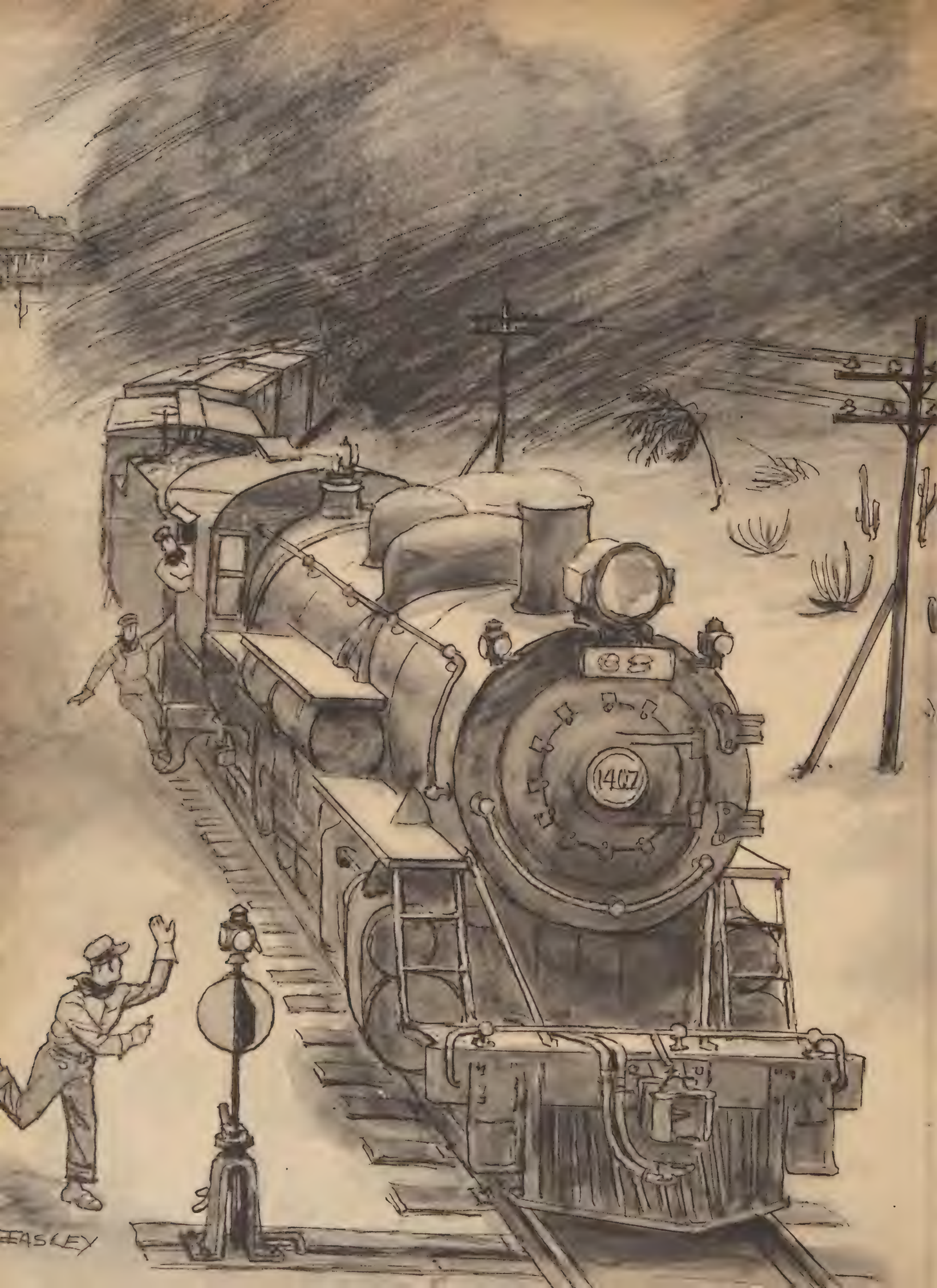
"This is where the railroad came into being. A 3-foot-gage electric line about 5 miles long was built, with two 90-hp. Westinghouse motors in each loco, using 600 volts DC. The cars were 4-wheel ore cars of 12-ton capacity. But in time increased operating costs made mining operations unprofitable; the mill was closed in June, 1921. Two years later the railroad was sold to Santa Cruz, Calif., where it runs today. The Alaska-Yukon chapter hopes to get some of this ex-Alaska Railroad equipment back on Alaska soil."

POSTSCRIPT to our story of the Sandusky, Norwalk & Mansfield Electric Ry. in July *Railroad* comes from George H. Gregory, 523 N. Monroe St., Traverse City, Mich. 49684. He writes that the two gasoline passenger cars that line used from 1921 until 1924, after electric service ended, were probably sold to the Boyne City, Gaylord & Alpena Railroad at Boyne City, Michigan. Both cars arrived at Boyne City in July, 1925. After being rebuilt, they were operated until 1934, when the Boyne City Railroad bought the BCG&A and abandoned much of its track. In 1935, running gear and motors were removed and the bodies, still numbered 1 and 2, were shipped out on flatcars to an undisclosed destination. Our curiosity is aroused. Can some reader tell us what finally happened to the gas-powered cars?

New Electric Publications

***Danville & Sunbury Transit Co.*, by Gene D. Gordon, 21 pages, 6x9″, with stapled binding, is the account of a very small line that began running in 1905 at Danville, Pa., hoping to extend to suburban Sunbury and to Bloomsburg. But it never got there and remained a 3-mile Toonerville until its abandonment in 1924. It started out with two large summer cars, which proved too big for the service and were soon sold. Later, the line had only 5 other cars. The author has used news stories, personal reminiscences of residents, and historical material to produce this rare story. Price is only $1 from Felix E. Reifschneider, P.O. Box 88, Fairton, N.J. 08320.**

***Trolley Car Treasury*, a pictorial history of the American streetcar in the 100 years from its beginning, compiled in 1956 by your Transit Topics editor and Frank Rowsome, was mostly out of print for several years but can now be obtained, as long as copies last, from Publishers Central Bureau, 33-20 Hunters Point Ave., Long Island City, N.Y. 11101. With over 300 photos, this 260-page, illustrated, hard-cover book is a bargain at $2.98.**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EASLEY

THE DESERT DIVISION

by Charles X. Williams

MIKE FOLEY thought little of jogging over a slippery deck to set brakes on a drag freight rumbling down a twisting grade while snow, sleet, or icy winds blasted through the canyons of the Cooper Range.

He was a big rawboned brakeman, with red hair, closely cropped, and skin roughened by six years of train service—ever since he was twenty, in fact—and little jobs like "tying 'em down" were all in the day's work. But now, deadheading in the observation car of the *Imperial Express,* westbound on the Kansas & California Railway, he suddenly found himself lacking in nerve. He wanted to strike up an acquaintance with a shapely little blonde who sat across the aisle, but his meager experience with females held him back.

The girl was traveling alone. Her grayish-blue eyes appeared to be watching the monotonous stretch of hot sand and cactus that rushed by her window, and once or twice she glanced at Mike Foley. From the way she had spoken to the *Imperial's* conductor and a brakeman, Mike guessed that she knew the crew fairly well. But that didn't help him any, for Mike was a stranger on the K&C. His railroading had been confined to the Great Northern. Bitten by the wanderbug, he had just taken his time from the Big G and was on his way to Elton, the western terminus of the K&C's Desert Divsion, to get a job there.

Surreptitiously he studied the girl's profile. She was tanned a healthy brown. Her breasts were well developed, like the rest of her anatomy, and the tantalizing crevice between them was barely visible in the V-cut of her light-gray tailored suit. But what excuse could he invent to open a conversation with her? It would have to be soon, for they were fast approaching Elton. Then he observed that someone had left a magazine on the empty seat beside him and he blurted out, "Would you care to read a *Pictorial Review,* miss?"

"Why, yes, thank you," she purred, flashing a smile, and she turned the pages casually. "I see you're a railroad trainman," she added.

"How did you know it?" Mike asked.

"That's easy." The ready grin came again. "You have a BRT button."

"Oh!" Mike was pleasantly surprised at her observation. "You must know something about railroading."

"I should," she replied. "My dad is an engineer on this road."

Mike introduced himself rapidly. "My name's Michael Foley and I'm a brakeman bound for Elton to get a job."

"Well, good luck!" she said. "I am Lila Jackson and I live at Elton and I'm on my way home from a visit to Chicago."

Mike beamed. "Now I know that I'm going to like Elton."

At that moment the train pulled into Elton, and the girl said: "This is my home town. May I keep the magazine for a while?"

Her last few words were lost in the bustle of gathering baggage as the *Imperial* slid to a smooth stop in front of a two-story stucco depot. With effortless ease Mike picked up five bags, his own and Lila's, and followed her to the station platform. She stood there a minute, obviously waiting for someone. A tall white-haired man came up with a springy step and greeted her effusively.

"Dad, this is Mr. Foley," she said, "a railroad man who helped with my baggage. Mr. Foley, my father."

The old hogger acknowledged the introduction with a grunt and a curt handshake, and led her away. The brakeman watched them walk down the arid and dusty main street.

SUDDENLY aware that the desert town was scorching hot and that he was hungry, Mike crossed the avenue and entered a weather-beaten frame building, labeled *The Rail Hotel —Bar and Restaurant.* Emerging shortly afterward, he went to the trainmaster's office. There he signed up to work on the Desert Division, between Elton and Malta. After that he strolled around town to size up the place and he ran into an old friend, a chunky boomer named Tim Terrell.

"Hi, Mike!" Tim welcomed loudly. "Is the sheriff still after you?"

"Well, I wanted a change," said Mike, "and I heard the K&C needed good brakemen; so here I am."

"You chose a helluva joint to come to." Tim remarked, picking his teeth with the jagged end of a broken pencil.

"Why, what's the matter with it?"

"Oh, nothin', if you don't mind eatin' sand and workin' in a blast oven. You'll get plenty of mileage here and a fat check, but you'll earn it. That's why the boomers last only a month or two. I've been here three and I'm overdue. I'm movin' on, next pay day."

Mike mopped his brow. Since leaving the fast passenger train, he felt sticky. Clothing clung to his big frame.

"It *is* warm," he agreed, "but I think I'll hang around awhile. And say, Tim, do you know a runner out of Elton by the name of Jackson?"

"Sox Jackson? Sure. Quiet old guy ordinarily, but in a cab he's hell on wheels."

"Has a daughter, hasn't he?"

"Ha!" Tim said. "You work fast, me boy. Yes, he has. Name's Lila. She's a swell looker, all right, but Bill Morton has a clear track with her."

"Bill Morton?"

"Yeah, Pretty-Face Morton, Jackson's fireboy. Lila works at the drugstore and Pretty-Face loafs around there quite a bit when he ain't firin'. The old man don't like him too much, as far as I can see, and I can't blame him. Wise guy, I'd say."

Mike didn't visit the drugstore for a couple of days. He had plenty of other things to do. Early in the morning he signed a callboy's book. "Chuck" Waller, the regular brakeman on the smoky end of time freight Number 68, had laid off sick, and Mike's turn came next.

At noon the big redheaded brakeman showed up in the yards. His conductor was "Hotshot" Hanlon, a wizened little man, who sent him to the head end. Mike went down the long string of cars pulling "bleeders" and looking at hose couplings.

Their power was the 1407, a heavy 4-8-2. When she backed in, Mike recognized Lila's father in the cab—it was his regular run. With the coupling completed and air hissing into the train line, Mike went up to the gangway, saluted the hogger, and glanced at the fireman. Bill Morton was tall and handsome. He was also barrel-chested and thick-necked and had large hairy arms. His dark eyes squinted unpleasantly when Jackson said: "Bill, meet Mike Foley, our new brakeman."

"Student?" Bill asked.

"Six years on the Great Northern," Mike explained. "Glad to meetcha."

Mike talked with Jackson until the conductor brought the flimsies and soon they whistled out.

Then Mike learned how the hogger had got his nickname, "Sox." Before he threw the lever over, Jackson would kick off his Congress gaiters; he didn't like to pull a train with his shoes on. But despite this idiosyncrasy, the old man was an artist at the throttle. The train eased ahead with scarcely a bump as he took up the slack.

FROM Elton to Malta stretched 106 miles, of which 75 was the sandy wasteland of Pioche Desert. Then came the grade up Painted Canyon into the Purple Mountains. The usual running time for fast freight was from eight to ten hours, depending on meets, delays, and the vagaries of freak storms.

Sox and Hotshot Hanlon formed a combination hard to beat; the dispatchers knew that those two men seldom took longer than seven and a half hours to wheel merchandise over the division. So with Jackson in the cab and Hanlon in the crummy, the dispatchers figured their meets down to the minute, reasonably secure in the knowledge that train 68 would be on the dot.

Pretty-Face Morton sprayed coal into the firebox. Jackson blew a highball, gave his airline a final test, and the loaded reefers creaked out of the yards. Mike caught a grab-iron a few cars back. He climbed to the deck and sat on a hatch while the manifest gathered speed, boring eastward into the desert.

The sun beat down in a constant fiery blaze. Hot cinders, spewed out of the stack, bit his face and neck. Mike hunched his broad shoulders and watched a rising dust cloud in the east.

Ten miles out they ran into a storm. Shifting wind whipped the fine sand into sheets. It blasted over the deck, half blinding Mike, who turned and groped his way across the shivering cars. When he scrambled over the coal into the cab, he found that heavy canvas curtains had been pulled down over the gangways and the windows were tightly shut. But the biting grit still sifted inside. It penetrated Mike's nose and throat and filtered inside his denim suit until he felt as if he were covered with sandpaper.

Then the wind shifted again and bore straight down the track at them. Mike couldn't even see the pilot through the rattling windows. He looked at Sox, half expecting the runner to stop and wait for the storm to pass, but Jackson merely wriggled the sand from his black sox and opened the throttle wider.

Bill Morton leaned on his scoop and asked Mike, "How do you like this?"

Mike grinned. "I've seen tough divisions before and I'll get used to this one. In fact, I may even enjoy it."

"Yeah, like the other boomers," Morton said. "You won't be here sixty days. I've seen 'em come and go."

Mike turned away; he had no desire to argue. When 68 slowed to take siding at Mercer, forty miles out, he unloaded and bucked the head wind to throw the switch so that Sox could pull in without having to make a complete stop. But the wind bucked back, and by the time his hand was on the iron handle, the front trucks of the 1407 were over the switch points.

Jackson eased to a stop; then he whistled three times and backed out. When he headed in again, the chug of the exhaust was a long rumble. The train jerked and bumped into slow motion while fire flew from the stack.

Up in the cab, Morton glared at Mike. "What's the matter with you, fellow? If you'd move a little faster maybe my fire wouldn't be all shot to hell."

"Sorry," the brakeman replied evenly. "That wind is pretty bad."

"Yeah, but it could be worse."

NUMBER 3, widely publicized as *The Coast Comet*, roared down the line almost as soon as they were in the hole. Mike uncoupled and the 1407 pulled up to a small pump-house. There Pretty-Face unreeled a hose and pumped the tank full. When the engineer highballed out, Mike saw a shabby figure dash from behind the pump-house and swing onto the rear of the tender. He shrugged and climbed the gangway, knowing well what a tough ride that bum would have.

The 1407 was eating coal now. Morton's shovel bit and pried into the coal pile. At length he banged it on the steel deck and took down a rake. On top of the pile he paused and stepped back on the tank.

When he reappeared he was pushing a short, hungry-looking tramp. The latter, with long whiskers and bloodshot eyes, looked like a wild man. At Morton's command, he sullenly took the rake and began pulling down fuel.

As the bum stumbled around just inside the tender, ineffectually hooking at the coal, Pretty-Face mumbled to himself, and his steel scoop slid noisily over the steel floor. The needle was dropping and the firebox kept him spraying coal into the corners.

Mike felt sorry for the hobo. He stepped into the tender, motioned the man to one side, and with a few mighty heaves jerked down half the coal pile.

At Gebo, a siding seldom used by eastbound trains because it lay at the foot of the grade over the Purple Mountains thirty-two miles from Malta, train 68 was out of the storm. But they had to pull in to clear Number 7, the *Kansas Mail*. The sun was low in the sky now, and the wind-swept mountain peaks loomed in ever-changing color.

Mike went over the train, met the parlor man halfway, and then came back. He stood by the gangway watching the hogger oil the drivers. A noise above caught his ear. Looking up, he saw Pretty-Face wipe his lips, stow a square-faced bottle into the seatbox, and then yank the 'bo to the gangway.

"This is where you unload!" the fireman snarled. "You don't even know how to kick coal down. And stay off, you louse-cage!"

Mouthing curses, the tramp took off down the side of the train. A few carlengths back he stopped, thumbed his nose at the engine crew, and disappeared behind a pile of ties.

Shortly afterward Number 7 pounded out of Painted Canyon and flashed by, whereupon 68 pulled out on the main and began a slow crawl up the grade. When Sox had them rolling a little, the fireman growled at Mike:

"Why in hell don't you go back over the train and chase that bum off? We both know he got back on again, and you know the rules."

"Let him ride," Mike retorted. "One tramp more or less won't take any more steam." He added pointedly, "We all break a rule now and then."

BILL MORTON turned away. Number 68 was then barely crawling up the stiff grade and the falling needle gave the fireman plenty of excuse to drop the question. The hogger coaxed and petted his engine. The 1407 did her best but finally chugged to a stop halfway up the hill.

"Brakes must be stuck some place," Sox said. "This hog can haul more tonnage than we're pulling up the hill without any trouble."

In the gathering dusk, lanterns bobbed as the crew went over the train. Twenty cars back Mike found the trouble. The brakes on two cars were set—wound up tight. No doubt the tramp had taken revenge. Now they had to double over the hump. They laid a

stock train out for almost two hours and held up Number 12, the *West Coast Mail,* for ten minutes. It was late when they finally rolled into Malta and headed for the beanery, where a switch crew was already eating hamburgers, French fries, and coffee.

"It's all because that new guy, Foley, wouldn't throw a bum off when I asked him to," the fireman growled in telling the story.

Mike answered: "Maybe he pulled that dirty trick because you put him to hard labor on the coal pile and then booted him off in the desert."

"Yeah, maybe," Bill conceded. "But boomers and bums are all alike. We got to put up with them."

Mike let it pass. There was no use arguing. The situation at Elton was satisfactory, he decided. For a wonder, conductor Hanlon's explanation of the delay as being due to sticking brakes was not challenged by the brass collars.

On his return to town, Mike lost no time getting spruced up and dropping in at the drugstore. It was Saturday night. Lila was working behind the soda fountain and she spoke first.

"I thought maybe you'd come around for your magazine, Mr. Foley." She reached into a drawer and handed it to him.

Mike shook his head. "Keep it as a souvenir," he said gaily. "I really came for a large plate of vanilla ice cream. For you, the name is Mike."

"All right, Mike," she smiled, opening the canister. "What do you think of our Desert Division now?"

The brakeman grinned. "Tough, but I like it."

"Dad says you ran into a sandstorm and had some trouble with a 'bo."

"That's right—Lila."

The grayish-blue eyes sparkled.

"How do you and Bill get along?"

"Oh, I can get along with almost anybody. By the way, your dad tells me that you're a soloist at the little white church across the way."

"Yes, Mike, I am. Do you ever go to church?"

"No," he said frankly, "but I will start tomorrow morning if you let me call for you."

"I am sure the minister will be glad to see you."

Mike nodded. "Lila Jackson," he said, "you have real pretty legs."

"Thank you, sir," she said, blushing.

BUSINESS hummed on the Kansas & California Railway that season. Fruit extras rolled eastward in sections while long drags of empty reefers went westward, and time freights were routed in both directions.

Mike got in plenty of time, and out of his pay checks he started an account in the savings bank. As the days and weeks and months wore by, he enjoyed many hours with Lila Jackson—and not all of them were spent in the little white church. Together they went to dances, to picnics, and to movie shows, taking an active part in social life at the division point.

Bill Morton resented the competition, but put on his best behavior and managed to get an occasional date with Lila. The girl's father held his tongue and played poker with both suitors. His face brightened at little incidents which indicated that Mike Foley was gradually beating the hefty tallowpot in the race for his daughter's hand.

A year slipped by. Spring came again to the desert. Boomers drifted in, sampled the sand menu, and moved on. But the familiar grin on Mike's face became a fixture in Elton. At length, one evening, he slipped a diamond ring on Lila's finger and they talked of getting coupled up in the near future.

Hotshot Hanlon warned him to be on his guard. "Pretty-Face is a hard loser. You'd better keep your eyes peeled."

"Oh, Bill's all right, I guess," Mike said lightly. "He'll get over it."

But the brakeman's run of luck was too good to last. He was now regular head shack on time freight Number 68, Chuck Waller having been promoted. One day he climbed into the engine cab just as Bill Morton withdrew a pint bottle from a hip pocket. The fireman took a long swill and carelessly left the half-empty flask on his seatbox while he stoked the fire. This annoyed Mike, but he realized it was Bill's affair, not his, and kept his mouth shut.

Sox Jackson was then on the ground oiling. Mike swung down to talk to him and had just hit the ballast when Oscar Brady, the hawk-faced master mechanic, appeared beside the engine. The brakeman's first thought was to shield Bill by tipping him off; but if he should call up, the official would hear him. So he turned, hopped back into the cab, and casually dropped down onto the seat.

Mr. Brady climbed in beside him, eyed the gauges, and scrutinized Bill as he spread coal in the corners of his fire. Mike surreptitiously reached behind, slipped the flask into his own hip pocket, and started for the gangway.

The master mechanic stopped him. "What's in your pocket, Foley?"

"That," said Mike, "is a bottle."

Mr. Brady extended a lean hand. "Let's have it," he ordered

Mike handed over the flask. Mr. Brady uncorked it and sniffed.

"You're not drunk," he said sharply, "so I won't pull you out of service right now and hold the train up, but you'll hear about this later."

Pretty-Face lowered his eyes and busied himself until the official went away; then he boasted: "Brady won't do anything. That's the last you'll hear of it."

But when the train got back to Elton the trainmaster called Mike on the carpet, set him down for thirty days, and warned that he'd be fired if it ever happened again.

Mike found himself in a tough spot. All he could do was shoulder the report. It didn't seriously enter his head that to square himself by putting the finger on Bill Morton. Squealing was not in the rail code.

Worst of all, to Mike's way of thinking, was that he and his "sweetie pie," as he called Lila, had a sharp misunderstanding over this incident. Violations of Rule G were common enough on the Kansas & California, as on other roads, but Lila flared up at the discovery of what she regarded as an unfamiliar trait in Mike and the feeling that the man she expected to marry could not be trusted.

The blonde with a ready smile, plump breasts, and shapely legs was not smiling now, and somehow her anatomy did not seem important when the grayish-blue eyes were looking at him coldly.

A MONTH later Mike went back to train 68. On his first trip out, the yard men were late in getting it made up, but at 2 p.m. the seventy loaded merchandise cars rolled out of the Elton yards and headed into the desert. And before they'd covered ten miles conductor Hanlon was forced to use the air-cock because of a hotbox a few cars ahead of the caboose. Twenty minutes later they had to repack another—sand had got in it.

Then a head wind cut their speed and they barely made the siding at Chico, forty miles from Malta, for a meet with Number 7. When they were back on the main again Sox Jackson gave her the gun to gain speed for the grade up Painted Canyon. Just before they reached Gebo, Mike went back

over the deck so he could spot it at once if another box ran hot.

They were hitting about a fifty-mile clip. Sox had let the throttle out another notch when, without warning, the air slammed on. Brakes screeched and clamped; cars jolted and bucked from the emergency application.

Mike sprawled across a catwalk, rolled to the edge, and clawed at the top. For an instant he held himself; then his hand slipped and he fell. He broke the fall with his hands, but was badly bruised. He looked toward the caboose. A drawbar must have been pulled out, for the train was split.

He looked ahead, and quickly ran toward the engine. Old Sox Jackson was hanging limply across the cab window. The sudden impact apparently had banged his head against the iron window-frame. And when Mike got into the cab he found Pretty-Face slightly dazed, holding a broken arm. The open firebox door had caught the tallowpot just as he had been tossing in a scoop of coal.

Mike took in the situation at a glance. Throwing Jackson across his shoulder, he staggered down the gangway, and signaled the conductor, who was then inspecting the dangling drawbar. Hotshot, followed by Jim Clark, the rear brakeman, came up on the run. Mike grabbed the water jug and first-aid kit out of the engine and began bandaging the engineer's head.

Hanlon saw instantly what had happened, and yelled to Clark: "Get the portable phone out of my locker. Call Malta. We need a doctor and an engine crew to take this train in. Damned if this ain't the first time I ever knew a pulled drawbar to lay out an engine crew."

"Wait a minute, skipper," Mike put in. "Mr. Jackson's in a bad way and needs medical care. Get him to a doctor. Suppose we unhook and run this boiler in. We can be there before they could call a crew. I've worked this head end enough to know her like a book. Let's wheel in—there's nothing against us. Clark could call them and have an ambulance and a doc at the station. Then they can send another crew back with us."

Hotshot Hanlon was used to fast running and snap decisions.

"Okay," he ordered. "Get going, Clark—on the run! Tell 'em what happened and that they're not to put anything out against us. Well, what the hell are you waiting for?" Then, remembering his broken train, he called after the rear brakeman: "Get a chain out and tie her up while we're gone."

Mike and the skipper carried Jackson back into the cab and laid him on the seat cushions. Then, none too gently, Mike got the 1407 into motion and they tore up the grade, rushed through Gebo, and into Painted Canyon. They covered the thirty-odd miles into Malta in less than thirty minutes, while the broken-armed fireman helplessly watched his conductor toss coal into the fire.

The main was clear, switches were lined, and a man swung a highball as they clipped by the Malta yard office. Mike braked to stop squarely in front of the station. Then white-uniformed men took charge and carried the patient into a waiting ambulance. Bill Morton followed his engineer.

SOX JACKSON had a concussion of the skull. It was months before he could leave the hospital, and even then his mind was affected. He walked with a halting step; his eyes were dim and vacant. Lila worried. With tears in her eyes she said to Mike:

"Dad is still in very poor shape. I don't know how long he'll be like this. And listen, Mike—" There was a pleading tenderness in her voice. "That means we can't be married, at least not yet awhile. Dad hasn't anyone else but me, and I must give him most of my time until he gets better again—if ever."

"What your father needs, sweetie pie," said Mike, "is some kind of shock to bring back his normal reaction to life. I know. I've been talking with the psychiatrist at the hospital. We'll arrange an engine-cab ride for him and see what that will do."

"Sounds like a good idea, Mike."

Shortly afterward, the shaky old runner was assisted into the cab with his former fireman, now fully recovered from the broken arm, and the head brakeman, with an engineer named Sloan at the throttle. Results of the therapy on this trip were negative, but Mike did not give up hope. Mr. Jackson was taken along on several other trips but only occasionally showed a flicker of interest. Mike was disappointed and his sweetie pie wept.

"We'll try once more," the brakeman said, holding Lila's trembling hands firmly in his own, "and if it still won't work, we'll try something else."

On this next trip, Sloan pulled out with a freight drag, of which eight empty gondolas, a couple of boxcars, and two tankers were billed for a mine known as the Silver Lady. They rolled into a desert that was deathly still, although Mike had hoped for at least a light windstorm to arouse some reaction from the invalid.

Mr. Jackson stared vacantly across the bleak country, evidently paying no attention to anything. Every time they stopped, Sloan banged couplings, but if Sox noticed it he failed to give any indication. His blank expression hadn't changed by 6:45 that evening when they pulled into the siding at Gebo, where the Silver Lady was situated.

Throughout the run Pretty-Face said little. Sloan's banging had shaken the fire to pieces several times, but the fireman seemed indifferent alike to the extra work and the possible recovery of his former engineer.

Upon reaching the mine spur, Mike uncoupled the cars destined for the Silver Lady, the flagman was left behind to cover the train—the *West Coast Mail* would flash by at 7:45—and other crew members strolled over to the mine commissary shack for hot Java, pie, or whatever else the cook had.

Trackage at the mine had been laid out so that it was impractical to pull incoming cars in until after the outgoing tonnage had been switched out of the way. Freight coming up the spur was left on the grade below the mine while the engine came on and yanked the loaded gondolas from under the ore chutes, pulled empty merchandise cars away from the supply warehouse, and spotted them on the main.

Then the engine dragged the incoming cars into a siding, pushed the loaded gondolas down the spur out of the way, and came back to do the spotting. It involved a lot of switching.

MIKE wound up the brakes on the first two cars, which were tankers, and came back to unhook. He saw Pretty-Face drop off and hotfoot it toward the cook's shanty. Sloan eased into the warehouse siding. It was dark when they pulled out a merchandise car and spotted it on the main. Mike set the brakes and they went on to the ore hoppers.

When they finished, Sloan called down to Mike: "Let's go get some fodder, boy."

"Okay," Mike agreed. "Buck these down on that box so I can tie them down and go ahead. I'll come back and get Sox and be right behind you."

Sloan sent the gons rolling toward the boxcar. Mike pulled the pin and rode the loaded cars, while the hogger

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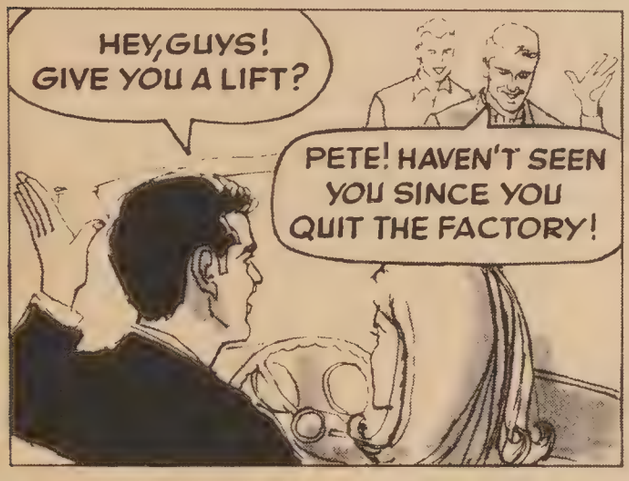

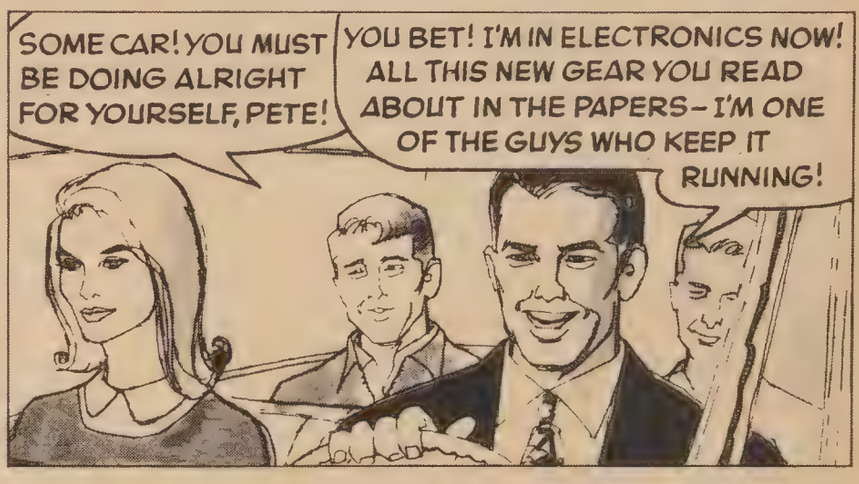
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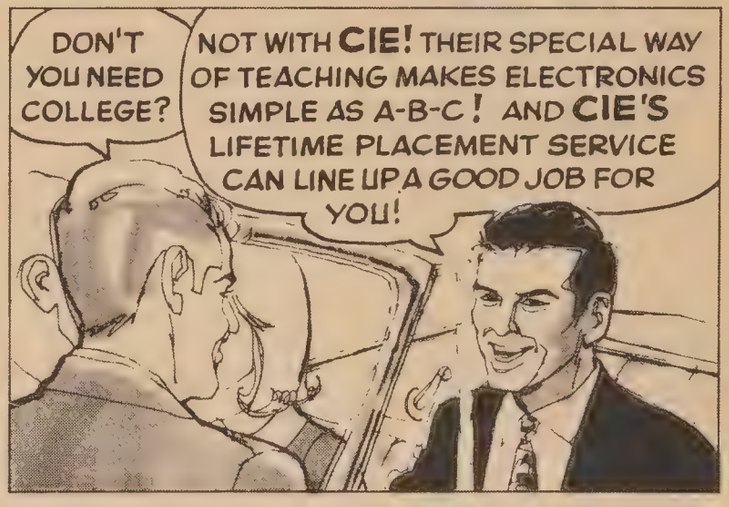
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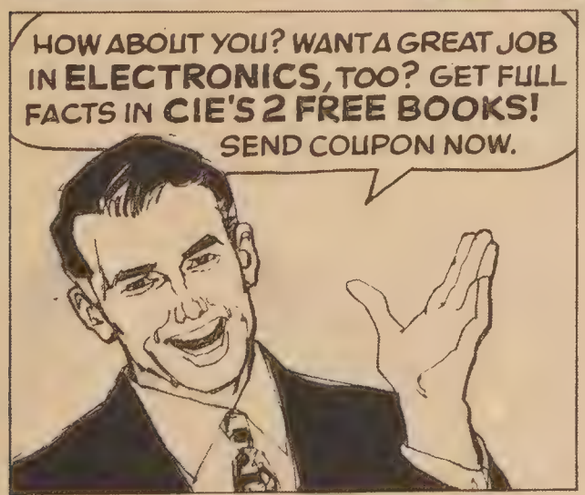

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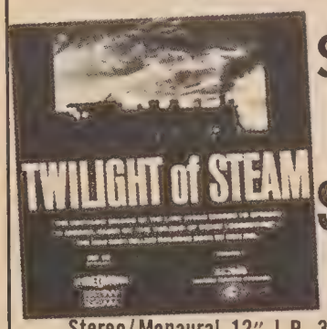

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eased to a stop near the cookhouse and then unloaded. The ore car crashed into the box and Mike began to wind a brake. They shuddered to a stop.

The former Great Northern brakeman dropped off and started for another car. Then he froze in his tracks. On down the spur he heard the faint creak of iron flanges on steel rails. The ore cars had failed to couple with the empty boxcar, which was now rolling into the tankers down the spur

Mike couldn't understand it. He knew he'd set the retainers on that boxcar. Sometimes brakes failed to hold. But he had been sure the brakes were set on the two tankers on the spur and would stop the free-rolling boxcar.

After winding the brake on the second gondola, he pulled it tight with his club, and dropped to the ballast just as the boxcar banged into the string below. He stood there straining his ears for any sound of moving cars. Again he heard the creak of wheels and the rumble of moving cars. They were running wild down the grade!

In an instant the whole picture flashed across his mind. Those cars might stick to the rails until they hit the switch at Gebo. Then they'd pile up, probably right across the main line. And the chromium nose of the *West Coast Mail* was even then boring down Painted Canyon at an eighty-mile-an-hour clip!

Of course, there was a flagman back on 68, but he'd probably be dozing in the caboose. Even if he saw and heard the crash, he might not be in time to flag the *Mail*. There was just one chance to stop the runaways.

With Mike Foley, to think was to act. He set out on a dead run for the 1407, then spotted on the sidetrack. At the switch points he paused and threw them over. An instant later he was in the cab. There was no time to get Sloan. Seconds counted now.

He flew into the seat ahead of Lila's father and got the engine into reverse. Then they began to move. Drivers spun, caught, and the 1407 leaped backward toward the spur. Mike opened the throttle wide and with fire flying from the stack they plunged through the thin night air.

Mr. Jackson took in the situation with growing interest. The wild-eyed redhead, his jaws clamped in stiff lines, had lost his familiar grin. The old runner blinked rapidly as if trying to figure out why. The engine lurched around the first curve, gathering speed with every turn of the drivers, and the cab bounced. Jackson suddenly came to life.

It might have been the swaying of the engine or the clack of racing drivers or the rush of cool desert air through the window. But more than likely it was the white, set face of brakeman Foley and his awkward handling of the throttle that brought Sox Jackson erect with a snap. Things clicked into place in his mind. He stood up, his hand on the reverse lever, and looked at the gages. Then he peered down the side of the tank.

ON A STRAIGHT stretch ahead the silver sides of a tanker flashed around a curve. In that instant Jackson seemed to know what it was all about. He pulled at Mike's jumper. Until then the brakeman had forgotten his passenger. Mike looked at Sox. The runner, his eyes clear now, looked straight back. Mike grinned as Jackson bent over and yanked off his gaiters.

"Take her, old-timer!" Mike yelled jubilantly. "Go out and get 'em."

He slid off the seat and the veteran stepped up. It was as if he'd never been away from his post. Always a master at the controls, Jackson eased the air on and off while Mike watched in open-mouthed wonder.

They lurched around a curve, balancing for an instant on one rail. Jackson twisted the throttle just a fraction as the old girl dropped back to the iron.

Closer and closer they crept to the tankers careening through darkened gorges ahead. Out of canyons, into the moonlight, then back into the shadows the 1407 pursued the runaways.

As they inched up, Mike clawed his way over the coal, across the weaving tank and down on the bumper, with one hand clutching the top of the tender.

Ahead, the flying cars swayed from side to side as if gathering momentum for a final plunge. Then they were on the last mile, a straight stretch down a slope to the main line. Off up Painted Canyon a thin pencil of light wavered in the distance, then grew stronger. Number 12 was boring down the grade.

Mike stooped and stretched out his hand—he could touch the catwalk on the oiler. Leaping ahead, he caught

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the hand-rail. He was already winding a brake on the tanker when the bumpers touched. Then iron knuckles lapped, the coupling closed, and Jackson poured on the air. Mike frantically yanked the wheel tight and looked ahead.

Sparks from squealing brakes flew out in a steady stream, but they were yards from the switch when the howling ended and they jolted to a stop.

An instant later the famous *West Coast Mail* flashed by, her whistle shrieking. Then her two red tail lights winked back from the desert.

Mike looked at the brakes on the second tanker. The chains were dangling free. He felt sure he had wound them tight—and chains don't unwind themselves. He went on to the cab, threw a few scoops of coal into the firebox, and they headed back toward the mine. Lila's father, never voluble, had little to say; and Mike was busy trying to figure things out.

The whole crew went into a huddle. Everyone except Pretty-Face Morton voted to keep the affair quiet. If it got on reports or even became generally known, all of them would be "on the carpet" and Mike Foley would finally be made the goat. But no one had been hurt and no damage was done. On the contrary, the runaway had been fine therapy for Sox Jackson.

Even so, Morton refused to play ball. He insisted that the mishap be reported. The other men took turns arguing with him, but to no avail. Mike decided privately that the fireman was still sore at him because of Lila.

At length Sloan put the handsome fireman in his place. "Okay," he said, "we'll make a full report. But at the same time, Pretty-Face, I'll have something to say about those bottles you've been sucking on every trip you've made with me. One good report deserves another."

The fireman's jaw dropped.

"Better forget it, son," counseled Jackson, speaking for the first time.

After some quick thinking, Morton apologized lamely. "Mike Foley did a wonderful job with Sox, regardless of what happened to the brakes, and I'd be a heel if I didn't say so. Sure, I'll drop the matter."

Tension relieved, the men kidded one another and hurried to complete the switching operations. Back in the weather-beaten red caboose, conductor Hanlon chalked up a slight delay on account of a broken air hose.

Sloan broke all K&C speed records getting their train to the top of the hump, and they wheeled into Malta only a few minutes off schedule.

Two hours later Mike put Lila's father on a passenger train Number 20, to deadhead back on the cushions. When the big redheaded brakeman finally returned to Elton, he went straight to the Jackson home.

"How is your dad?" he asked Lila.

"Fine, just fine, thanks to you."

The girl rushed into his brawny arms, pressing her breasts tightly against the broad chest and kissing his lips. It was her way of showing gratitude for the therapy that had restored her father.

Mike gently patted her backside and asked: "There's nothing to keep us from deadheading now, is there, my sweetie pie?"

Lila shook her head. The golden hair rippled and cascaded over his face. Happiness misted her grayish-blue eyes and she smiled brightly.

"It was a lucky day, Mike," she said, "when you gave me that picture magazine on the observation car of the *Imperial Express.*"

"And when I came here to Elton," the brakeman added, "to work for the K&C on the Desert Division." ●

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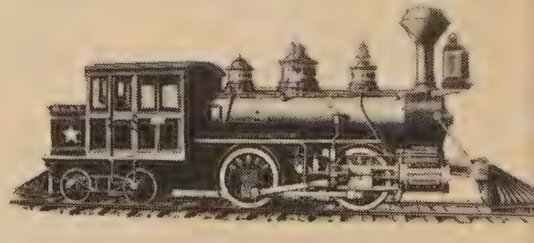
A Famous Private Car

A PRIVATE car, 59 years old but air-conditioned, which operated many years on the crack *Soo Pacific Limited* between the Twin Cities and Vancouver, B.C., Canada, has just arrived at New Hope, Pa., home of the New Hope & Ivyland Railroad, after a 1,300-mile journey. Kenneth Souser, board chairman of the steam-powered, 16.7-mile, tourist shortline, describes the 61-ton, 80-foot car with 5 staterooms, a dining-room lounge, and handsomely paneled interior as "among the finest of the few remaining private railroad cars in operating condition."

Mr. Souser is a Philadelphia attorney and longtime collector of railroadiana. He bought the car personally from a group of six business men in the Minneapolis area who had been using it regularly for rail trips since they acquired it from the Soo Line in 1962, and he headed a party of ten which rode it the other day eastward from Minneapolis. Barney & Smith of Dayton, Ohio, built the car for the Soo Line in 1909. Originally called the *Twin Cities*, it has been repainted and renamed *Sherlock Holmes* for a favorite fiction character of Mr. Souser, and renumbered 221-b for the detective's Baker Street address in London.

Besides its service on the *Soo Pacific Limited*, which the Soo Line and Canadian Pacific operated jointly, the car was leased for a while to the Boston & Maine for use on its *Red Wing Express* between Boston and Montreal. Then, recently, it was brought to Philadelphia behind the Burlington's *Black Hawk Express* and the Penn Central's *Manhattan Limited.* At Philadelphia's 30th Street Station the new owner held a reception for NH&I officers and friends, after which the Reading moved the *Sherlock Holmes* to New Hope, 35 miles north of the big city. The car is now serving temporarily as the office of Paul D. Shein, executive vice president of the NH&I, but eventually may be opened for public display as a memento of the steam era. ●

Louisiana & Texas Forney-type loco No. 27, one of the pictures in the new book, *Charles Morgan and the Development of Southern Transportation* (see page 52).



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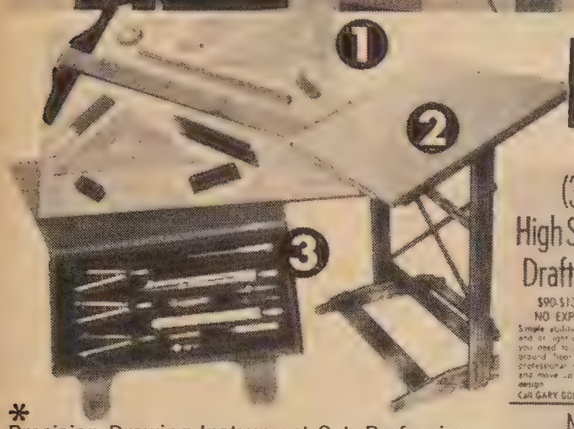

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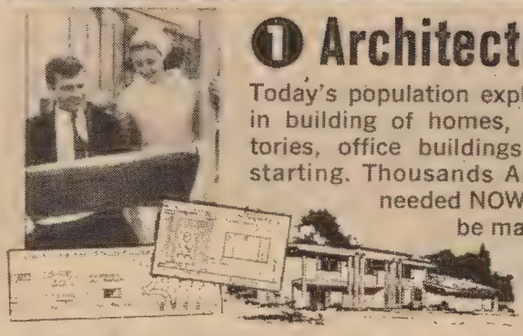

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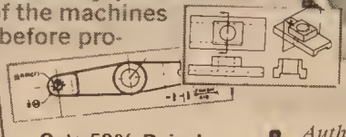

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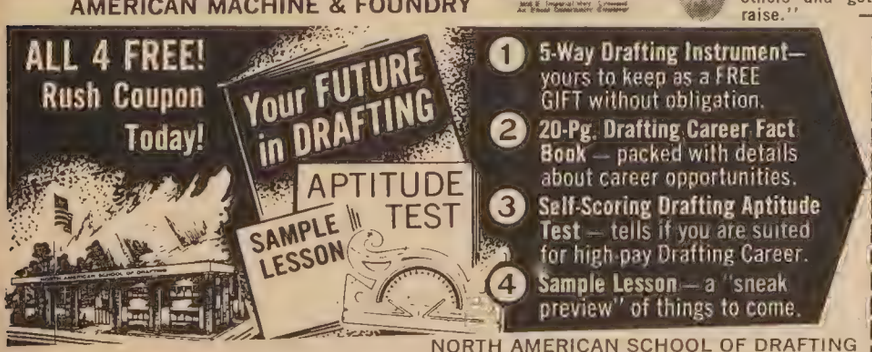

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BOOKS OF THE RAILS

CHARLES MORGAN AND THE DEVELOPMENT OF SOUTHERN TRANSPORTATION, by James P. Baughman, 333 pages, 6x9½"; with 17 illustrations, appendices, bibliography, index, hard covers; Vanderbilt University Press, Nashville, Tenn.; $10.

Born in Connecticut, Charles Morgan lived most of his life in New York City and controlled enterprises mainly along the Atlantic and Gulf coasts of the southern United States and northern Central America, ultimately reaching the West. He acquired one of the most extensive networks of transportation, including railroads and steamships, of the 19th century, America's most expansive period. In the early 1880's, his vast transportation properties came under control of the Southern Pacific Company, which helps to explain the size of the SP today.

The author is an assistant professor at Harvard University Graduate School of Business Administration and editor of the Harvard *Business History Review*. As might be expected, this is a scholarly work, combining the biography of Morgan with the development of his transportation empire into a detailed narrative. The appendices give full insight into Morgan's dealings and holdings, even listing the slaves he bought or sold between 1846 and 1862 (we credit the professor for not trying to "whitewash" his subject). It all adds up to a thorough reference work and good reading.

THUNDER IN THE MOUNTAINS, by Hank Johnston, 128 pages 8½x11½", illustrated, with photos and maps; appendices, bibliography, index, hard covers; Trans-Anglo Books, Box 1562, Long Beach, Calif. 90801; $6.95.

Latest book to appear on heavy logging in the West and the railroading associated therewith, this one covers the California operation last known as the Madera Sugar Pine Company—the saga, in words and pictures, of one of the most strenuous High Sierra logging enterprises. Shay locomotives and a unique 0-4-0 geared loco named *Betsy* played their part in this story. The rise and fall of the company should fascinate students of the "winning of the West."

Beautifully printed in large, clear type on good paper, and with excellent reproduction of well-chosen photographs (superior to some in higher-priced books we have seen lately), *Thunder in the Mountains* includes a locomotive roster and ends with a brief treatment of the Yosemite Mountain & Sugar Pine Railroad, the narrow-gage Shay-powered re-incarnation of a logging line made over into a tourist attraction. Hank Johnston, author of this and other fine books, clearly knows his subject and how to present it.

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The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

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How to get rich

How can you get rich some day? Make a hit record . . . a killing on the stock market . . . or invent a gadget like the hula hoop?

For most of us, these are just dreams. But have you ever stopped to think that there *is* a way to get rich—possibly only one sure way? Most fortunes, as you know, are made by people who own their own business.

Perhaps you've thought of starting a small business of your own . . . a franchised drive-in, or maybe a service business. Trouble is, you need $10,000 to $15,000 to get started and even then it's a gamble—with slim chance of ever making really big money.

But there is *one* business which could make you rich—almost overnight! And the beauty of it is, you can start on a shoestring during your spare time, even while holding your regular job.

Cash by Mail

The business is Mail Order—and it's fabulous! Come up with a 'hot' new item . . . and WHAM!

It strikes like a bolt of lightning!

Suddenly, you are deluged with cash orders from all over the country . . . MORE MONEY than you could ever make in a lifetime!

Like the Vermont dealer who ran one ad in Sports Afield Magazine. His ad pulled 22,000 orders—over A HALF MILLION DOLLARS IN CASH!

There is no other business where you can make a fortune so quickly!

- A beginner from Newark, N.J. ran his first small ad in House Beautiful—offering an auto clothes rack. Business Week reported that his ad brought in $5,000 in orders. By the end of his first year in Mail Order, he had grossed over $100,000!
- Another beginner—a lawyer from the midwest, sold an idea by mail to fisherman. Specialty Salesman Magazine reveals, "he made $70,000 the first three months!"

Proof

It's a fascinating business! Running ads in newspapers and magazines . . . mailing gift catalogs . . . getting cash orders in your daily mail—steady as clockwork.

There is no other business where you can start on a shoestring and pyramid your profits—*without investing in merchandise!* One husband and wife mail order team took in $40,000 selling one item. They obtained FREE ads in national magazines . . . didn't invest a cent in merchandise, and even got the supplier to ship all orders for them!

These exceptional cases are absolute proof that *you can get rich* in your own Mail Order business. Very rich. Even a U.S. Gov. Report stated: "A number of one-man Mail Order enterprises make up to $50,000!"

Pick up any magazine. Notice how the same mail order ads are repeated . . . month after month? That's concrete proof! You know those ads wouldn't be repeated over and over again—*unless* they were bringing in big cash profits to their owners.

The Secret

The secret of getting rich in Mail Order lies in *financial leverage.* It's a little-known, almost secret method—using other people's capital to make money for you!

You can get thousands of dollars worth of advertising in big national magazines—without investing your own money! And you don't have to write a single ad. Tested and proven ads are prepared for you by experts. Reinvest the profits from your first successful ad—to get more, larger ads, and the profits begin to snowball! It's like building a chain of stores . . . each new store puts more money in *your* pocket.

You mail out beautiful catalogs which offer hundreds of dollars worth of fine, quality gifts—yet you don't invest one

The thrill of receiving money in your mail is one you'll never tire of!

cent of *your* own money in merchandise! Your catalogs are printed with your name and address, so all orders come to you. Everything is "drop-shipped" for you, and there's up to *100% mark-up!* You pocket the cash profits immediately—even before the orders are shipped to your customers!

Repeat orders alone, just from mailing catalogs, could bring you a steady income for the rest of your life!

Yes, Mail Order is the fastest-growing, most profitable business in America! And now, with more people moving to the suburbs . . . the population explosion . . . and the expanding teenage market . . . we are on the verge of the BIGGEST BOOM in Mail Order history!

Now, with the help and backing of Mail Order Associates, Inc., of Montvale, N.J., you can follow the same proven steps to Mail Order success—using the 'secret' of financial leverage!

Start Now

We supply you with beautiful gift catalogs throughout the year. All products are dropshipped for you, with up to 100% mark-up! You get free samples of top-selling mail order items, plus monthly trade reports on 'hot' new products . . . tested, successful ads are sent to you monthly. You get advertising directories, postal laws, complete courses, expert guidance—EVERYTHING you need to practically guarantee YOUR SUCCESS. Why? Because *our* business depends upon *your* success. It's mutually profitable!

A recent feature article in Income Opportunities Magazine stated, "Mail Order Associates Inc., offers the most comprehensive Mail Order program ever offered to beginners." They go on to say, "This could be the opportunity you've been looking for. A chance to get in on the ground floor in a little-known business which we believe is on the verge of a new boom."

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We are now accepting a limited number of charter members in our new Mail Order Program. No previous experience is required but you must be over 21.

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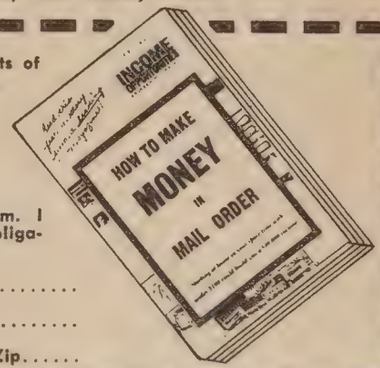

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Please rush complete details on your Mail Order Program. I understand everything is free and there is absolutely no obligation. I am over 21.

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Address .....

City ..... State..... Zip.....

HOBBY CLUB

conducted by Sy Reich

Two-foot-gage steam train, using a German 0-4-0T, is run as an amusement by Mr. and Mrs. G. A. Humann, Gerber, California, who call their 900-foot line the South Shasta. Loco burns wood, is brightly painted (see item below).

Photograph by G.A. Humann

PLANS to increase the size of the proposed railroad museum at Strasburg, Pa., were revealed the other day when the House committee of the Pennsylvania Legislature earmarked $1 million for it, which is more than had been previously slated. "I am hopeful that enough money will become available for us to erect a building that could house 12 locomotives, 13 or more cars, and an exhibit area," says William N. Richards, director of the state's Bureau of Museums, "and that construction can begin next year."

Sy Reich

The building will be adjacent to the steam-powered Strasburg Rail Road, we are reminded by L. P. Cummings of Lancaster, Pa. A turntable has been donated to the museum by Luria Bros., scrap dealers of Reading, Pa.

"Last summer George M. Hart tried to sell his Reading 0-6-0T, No. 1251, class B-4a, to the Strasburg Rail Road, but asked more money than the shortline was willing to pay, and so he donated her to the museum," Cummings writes. "She last ran at York, Pa., two years ago and is now in rather poor condition. Meanwhile, the equipment used in the movie, *Hello, Dolly!* has been returned to the Strasburg. The shortline is using a portable vacuum cleaner on wheels to clean up litter that visitors discard on railroad property."

Along the Steam Trail

The Northern Illinois Live Steamers, with about 55 members, has bought 7½ acres of wooded land 25 miles southwest of Chicago, with a clubhouse already on it, is preparing to lay track in 3½", 4¾", and 7½" gage on the new property, and seeks additional members. Contact Bud Novy, 724 Suffolk Ave., Westchester, Ill. 60153.

"In an effort to film roads still using steam," writes Kenneth Ondracek, 17400 W. Dodge Rd., Trailer Court, Lot 72, Elkhorn, Neb. 68114, "I recently traveled to Arizona, New Mexico, Utah, Nevada, California, Oregon, Washington, up into British Columbia, and back through Montana and Wyoming. Anyone who contemplates a similar trip had better stay home. I couldn't find enough steam to make it worthwhile.

"The Magma Arizona, which was still operating two Mikes, both in poor condition, may be the Southwest's only road that uses steam today in regular service. In California I found only a few steam tourist lines but was impressed by the friendliness of Mr. and Mrs. G. A. Humann, who run a two-foot-gage train on a 900-foot road at Gerber with a real German-built woodburner. The steam-powered tourist attraction running out of Portland, Ore., would be all right if its cars weren't painted too gaudily like those of a circus train. Visiting the island of Vancouver in Canada, I discovered that the Hillside Lumber Co. regularly operated a non-tourist train with a Climax engine every Tuesday and Friday, but its nice lumber camp will close this fall." (See photo on page 58.)

Since 1964, when steam powered Cadillac & Lake City Railroad acquired and began operating the 21-mile Missaukee branch of the Pennsy from 3 miles north of Cadillac, Mich., to Lake City and Falmouth, it has built up quite a record as a tourist attraction as well as a common carrier of freight. Its 70-ton, Baldwin-built Mikado was used last summer in the production of a feature movie, *Gala Gala.* Scenes were shot around Chicago and Galena, Illinois. She regularly pulls freight and passengers.

C&LC's first engine, a saddletank Prairie-type coalburner weighing 30 tons, serves mostly as a stand-by. A recently acquired smaller engine, Prairie type No. 262 from Mt. Vernon, Ala., is a 55-ton woodburning veteran of the logging industry.

Black River & Western has just acquired U.S Sugar 2-8-0 No. 14, ex-Florida East Coast No. 148, and a 600-hp. diesel, No. 400 of Broward County Port Authority (Port Everglades Belt Line).

Old 44 (Baldwin, 1922), a steamer which until recently hauled bananas in El Salvador in Central America, was acquired last summer by the Colorado Central Narrow Gauge Railway and was put into service hauling tourists over its half-mile of track at Central City, Colo., reports railfan-photographer Joe Mannix, Box 70, State University, Hiram Scott College, Scottsbluff, Neb. 69361. It is likely that the line will soon be extended to make a round trip of 3½ miles to an old mining camp, Black Hawk. The little tourist railway has 3 narrow-gage excursion cars that last saw service in the Black Hills of South Dakota.

Texas Transportation Museum operated its 0-4-0T steam loco, which pulled its own caboose and a gondola borrowed from the Southern Pacific, also its ex-Veracruz streetcar No. 6 (Brill, 1907), at a recent convention of the Lone Star Chapter of the National Model Railroaders Assn. and the Texas ERA. These operations were on trackage of the Pearl Brewery plant railroad in San Antonio. The museum group played host to the convention. Pearl Brewery allowed them to use a plant locomotive, the *San Antonio Rose*, and a crew to provide free rides. The brewery uses two electric locos daily in switching cars to and from its SP interchange (photos, pages 4 and 38.)

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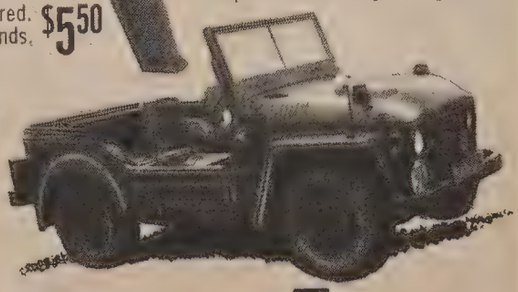

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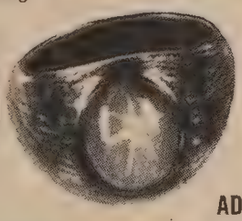

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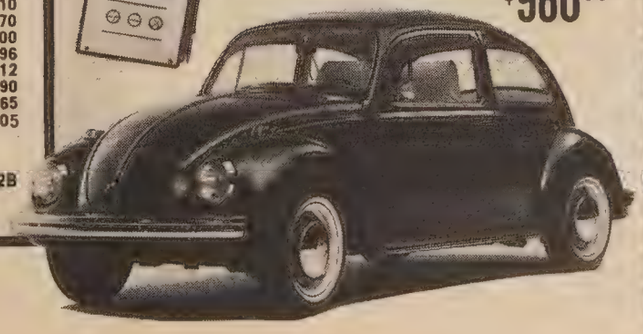

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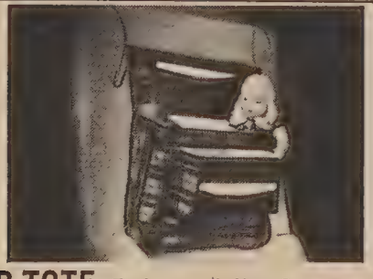
Melt away windshield-clogging ice, sleet, snow and steam in seconds without scraping, frozen hands or waiting. Plugs into car-cigarette lighter to spray a steady stream of super-heated air. With far-reach insulated cord to circle your car.
C4000b **$4.98**
(50¢ postage)

NEW IMMERSION HEATER is an ideal time saver. Boils up to 6 quarts of water in few minutes. No long wait in preparation of soups, spaghetti or where a large quantity of water is required.
NIH **$3.95**
(60¢ postage)



CAR-TOTE. Ends car clutter. 3 roomy compartments keep everything within easy reach – for salesmen, housewife, baby's gear, vacations. Smart red plaid complements every car interior. Sturdy chrome plated steel holder fits all model cars . . . slips over front or back of seat. Luggage bound, washable vinyl lining.
CT **$5.95**
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M-K-T diesel switchers 1002, 1004, and 1001 ready for work at Dallas, Texas.

MISSOURI-KANSAS-TEXAS RAILROAD

Locomotive Roster Compiled by Sy Reich

Present Numbers	Original Numbers	HP	Builder	Builder's Model	Wheel Arrang't	Tract. Effort	Weight	Date	Notes
1-6	1-6	1200	GM-EMD	SW1200	B-B	61,100	244,000	1957	1
7-11	1026-1030	1000	GM-EMD	NW2	B-B	61,800	247,000	1947	7
12-21	1226-1235	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	1,7
22-27	1000-1005	1000	BW	DS 4-4-1000	B-B	60,700	243,000	1946	7
28-32	1006-1010	1000	BW	DS 4-4-1000	B-B	59,900	239,000	1947	7
33-42	1201-1210	1200	BLHW	S-12	B-B	58,800	235,000	1951	2,3,7
43-47	1211-1215	1200	BLHW	S-12	B-B	60,400	241,000	1952	1,7
50-51	———	1500	GM-EMD	SW1500	B-B	63,100	252,000	1967	
51A, C	101A, C	2000	GM-EMD	E7A	A1A-A1A	54,300	326,000	1947	4
52A, C-53A, C	106A, C-107A, C	2250	GM-EMD	E8A	A1A-A1A	55,900	335,000	1950	5
54A, C-55A, C, 56A	131-135	2250	GM-EMD	E8A	A1A-A1A	55,800	335,000	1951	5
57A, C-58A, C	151A, C-152A, C	2000	Alco-GE	PA-2	A1A-A1A	53,400	316,000	1949	4
59A, C	153A, C	2250	Alco-GE	PA-3	A1A-A1A	53,300	319,000	1950	3,8
60A, C	154A, C	2250	Alco-GE	PA-3	A1A-A1A	52,700	313,000	1950	3
61A, C-63A, C	155A, C-157A, C	2250	Alco-GE	PA-3	A1A-A1A	53,300	319,000	1951	3
64A, C-69A, C, 70A	201A, C-207A, C	1500	GM-EMD	F3A	B-B	58,900	236,000	1947	2
64B, D, E, F, G, H, 65B	201B-207B	1500	GM-EMD	F3B	B-B	57,300	229,000	1947	7
65D, E, F, G	208B-211B	1500	GM-EMD	F7B	B-B	56,500	228,000	1949	
65H, 70C	228A, C	1500	GM-EMD	F7A	B-B	59,400	237,000	1949	9
71A, C-74A, C	208A, C-211A, C	1500	GM-EMD	F7A	B-B	58,600	234,000	1949	
75A, C-77A, C	226A, C-227A, C 229A, C	1500	GM-EMD	F7A	B-B	58,400	236,000	1949	
75B, D, E, F	226B-229B	1750	GM-EMD	F9B	B-B	57,300	229,000	1955	2
78A, C-81A, C	121A, C-124A, C	1500	GM-EMD	FP7A	B-B	59,700	239,000	1952	
78B, D, E, F	121B-124B	1500	GM-EMD	F7B	B-B	57,500	230,000	1952	
82A, C-83A, C	326A, C-327A, C	1500	Alco-GE	FA-1	B-B	60,800	244,000	1948	1,3,7
84A, C-90A, C Except 87A	328A, C-334A, C	1500	Alco-GE	FA-1	B-B	60,000	240,000	1949	1,2,4,7
87A	331AR	1500	Alco-GE	FA-1	B-B	59,590	249,580	1950	1,7
91-99	1501-1509	1500	GM-EMD	GP7	B-B	60,400	242,000	1950	
100-109	1510-1519	1500	GM-EMD	GP7	B-B	60,400	241,000	1951	
110-117	1520-1527	1500	GM-EMD	GP7	B-B	60,300	241,000	1951	
118-119	1528-1529	1500	GM-EMD	GP7	B-B	60,500	242,000	1952	
120-123	1761-1764	1500	GM-EMD	GP7	B-B	60,300	241,000	1952	
124	1787	1600	BLHW	AS-16	B-B	65,244	260,976	1953	7
125	1788	1600	BLHW	AS-16	B-B	67,230	268,930	1953	
126-133	1571-1578	1600	BLHW	AS-16	B-B	62,800	251,000	1950	2,7
134-139	1579-1584	1600	BLHW	AS-16	B-B	65,100	260,000	1951	7
140	1585	1600	BLHW	AS-16	B-B	65,500	262,000	1953	7
141	1586	1600	BLHW	AS-16	B-B	65,400	262,000	1953	7
142-143	1701-1702	1600	Alco-GE	RS-3	B-B	63,900	256,000	1951	7
144-145	1551-1552	1600	Alco-GE	RS-3	B-B	61,800	247,000	1950	1,3
146-151	1553-1558	1600	Alco-GE	RS-3	B-B	63,900	255,000	1950	3,7
152-156	1559-1563	1600	Alco-GE	RS-3	B-B	63,700	255,000	1951	1,7
157	1591	1600	FM	H16-44	B-B	61,100	244,000	1950	1,7
158-161	1731-1734	1600	FM	H16-44	B-B	62,700	251,000	1951	1,3,7
162	20	550	Budd-GM	RDC-3	1A-1A	8,200	125,050	1956	10
170-181	———	3000	GM-EMD	GP40	B-B	65,800	263,000	1966	
182-193	———	3000	GM-EMD	GP40	B-B	65,200	261,000	1967	
———	1651	600	GE	70-ton	B-B	34,900	140,000	1949	6
———	1652-1654	600	GE	70-ton	B-B	35,200	141,000	1950	6

M-K-T Roster Notes

Roster is based on data from M-K-T supt. of motive power, Commercial Metals' assistant vice pres.; Precision Engineers' assistant vice pres., and Continental Steel Co. It is accurate as of April 30, 1968. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Alco-GE, American Locomotive Co.-General Electric Co.; FM, Fairbanks-Morse; Budd-GM, Budd Co.-General Motors Corp.; GE, General Electric Co.

(1) The following units were traded to GM-EMD for new power and were scrapped: 4, 13, 46, 82A-83A, 85A,C 87A-88A, 89C, 144, 155-157, 159-160.

(2) The following units were scrapped: 36, 38, 75B,D, 84C, 130, 207C, 331A.

(3) The following units were sold to Hyman-Michael Co.: 42, 59A,C-63A,C, 82C, 145, 147-151, 158, 161.

(4) The following units were sold to Commercial Metals Co. and scrapped: 51A,C, 57A,C-58A,C, 84A, 86A,C, 87C.

(5) 52A,C-55A,C and 56A were sold to Precision Engineering, renumbered 52A,C-55A,C and 56A, then sold to Florida East Coast Ry., which has no record of having bought them.

(6) 1651-1654 were sold to Waldo Bugbee (Pan American Engineering Co.) 11/58-4/59. No. 1651 was then sold to Continental Steel Co. 10/59, renumbered 108. No. 1652 was sold to the Fort Dodge, Des Moines & Southern 2/62 and used for parts. 1653 was sold to Phillips Petroleum in 1963 and 1654 was sold to FDD&S 2/62, renumbered 409.

(7) 7-11 were rebuilt to 1200 hp 1959-'61. No. 15 was remanufactured 6/61 to an SW1200. No. 17 was remanufactured 6/61. No. 20 was repowered 7/59. Nos. 22-32 and 34 were repowered by GM-EMD 1959-'60. Nos. 43-44 were rebuilt by GM-EMD to SW1200 in 1962. Nos. 64A,D,E were remanufactured 1957-'58. Nos. 82C, 83A, and 85A,C were remanufactured in 1956. Nos. 83A,C, 84C, 86C, 87A, and 88A, C-90A,C were repowered by GM-EMD in 1957-'59. Nos. 124, 126-143, 146, and 152-154 were repowered by GM-EMD in 1958-'60. Nos. 157-161 were remanufactured 1959-'60.

(8) 59A,C were originally Alco-GE demonstrators 9077-9078, then MKT 59A,C.

(9) 65H was converted to a booster unit 12/15/58.

(10) 162 was sold to Chesapeake & Ohio 3/62.

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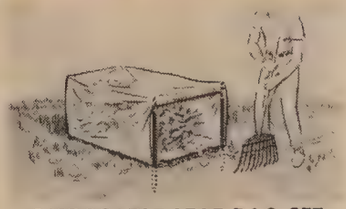

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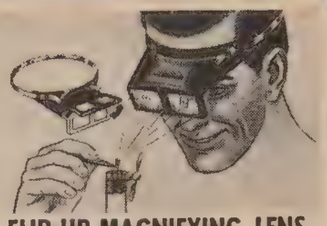
6682—Beer Can Lighter $2.98



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Magnifier leaves hands free to work or to write while reading fine print. Professionally designed metal head-band frame holds powerful 2.5X lenses that flip up when not in use. Adjustable head-band frame fits all sizes. Ideal for hobbyists.
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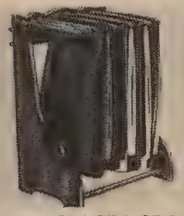

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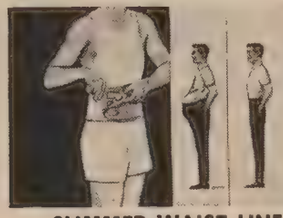

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Cut costs by cutting and grooming your hair in seconds at home, office. Trims, shapes hair like your barber, but without cost! Use like comb. Safe and sure for entire family. Long-lasting plastic 4" adjustable holder. Use regular razor blade.
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Enlarge any illustrated material up to 4 ft. wide, in color too. No films, negatives needed. Stamps, snapshots, etc., all project clearly in color or black & white. Uses regular bulb. Adjustable lens. 12x8x4½". Handy carry case. Great!
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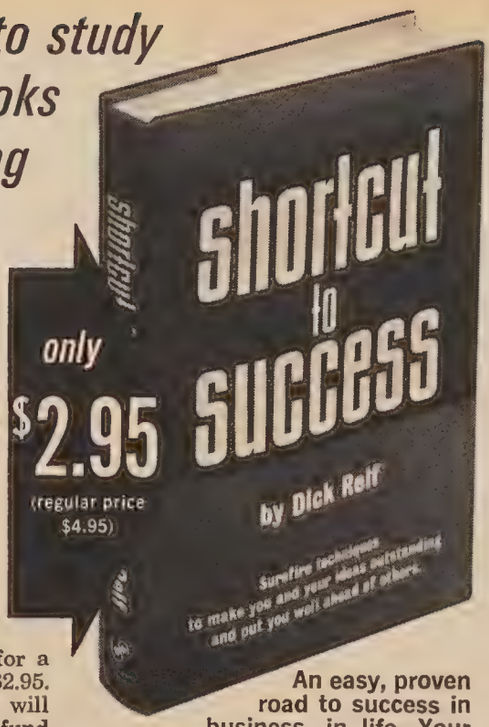
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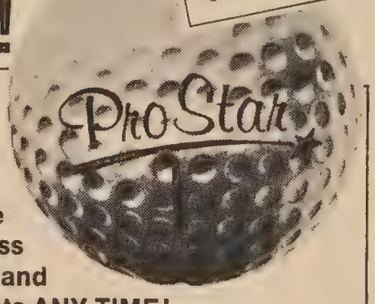

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Meet Walter Robbins

FORCED by disability to quit active work for the Missouri Pacific in 1954, Walter Robbins, 1323 S. Magnolia St., Palestine, Texas 75801, became a railroad hobbyist. He joined the Railway & Locomotive Historical Society and began making frequent use of our *Switch List.* As a reult, he now has a very large amount of railroadiana, including thousands of books on railroading and nearly 3,000 railroad passes, some dating back to 1857, a number of which were good also for rides on stagecoaches and steamships. His collection fills his office and overflows into the garage. In the garage, he has crowded steel filing cabinets and many bookcases as well as numerous cartons loaded with material he has not had time to classify. His file of R&LHS *Bulletins* from No. 1 to date is complete except for Nos. 2 and 17, which he hopes to get soon.

Among his visitors was Frank P. Donovan, Jr., No. 19 in our *Interesting Railfans* series. Frank lives at 114 W. 45th St., Minneapolis, Minn. 55409, has contributed many articles to *Railroad Magazine*, and has written more than a few popular books such as *The Railroad in Literature,* a bibliography. Frank spent three days going through Walter's collection. Although Walter used his bibliography as a guide to his collecting, his library includes some railroad books which are not in Frank's list. Those books are scheduled for inclusion in a revised bibliography.

The Robbins home overlooks the second railroad line built into Palestine, put through in 1873. Walter was born in Louisville, Ky., and started with the Pennsylvania Railroad in 1917. He began work with the MoPac as a switchman in 1929 and served as a trainman, fireman, engine foreman and conductor before retiring officially in 1962.

Among his keepsakes are a pass issued Aug 7, 1863, during the Civil War to Col. J. G. Parkhurst by order of Maj. Gen. W. S. Rosecrans. He also has a receipt dated Dec. 8, 1849, for stage fare from Buffalo to Detroit, issued by the Canada Stage Co., with a notation on the back, "Baggage free with privilege of laying over at any place any time."

Walter also owns two volumes autographed by the late poet Carl Sandburg, who came from a railroad family; two steel filing cabinets filled and a third half filled with railroad timetables starting in the 1880's; a vast store of guides, beginning with Appleton's *Railway and Steam Navigation Guide* of May 1863 and 3 old hand torches used by engineers and machinists in oiling locomotives or working around them in the days before flashlights. ●

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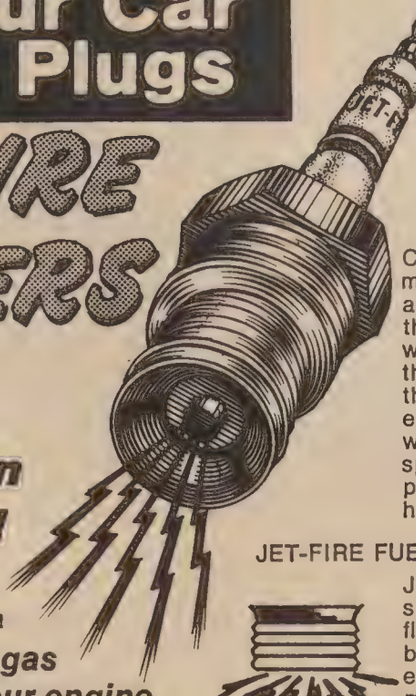

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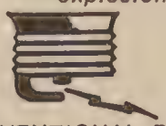

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CONVENTIONAL PLUGS explode this mixture with a spark jumping across an air gap. The spark is just 35-thousandths of an inch across — not wide enough to explode all the fuel in the cylinder. Unburned gas escapes through your exhaust. In time, the electrodes become eroded and caked with carbon. The gap widens, the spark gets narrower, you lose more power, waste more fuel . . . and finally have to replace your plugs.

JET-FIRE FUEL IGNITER *WIDE SWATH OF FLAME*

JET-FIRE FUEL IGNITERS use no sparks. Instead a fanning swath of flame walks across a semi-conductor bridge from one electrode to another, exploding far more fuel, getting far more power. There is no gap that can widen, and carbon deposits actually improve performance. They do not have to be adjusted or replaced—*ever!*

Spark plugs are obsolete! Now there's a far better way to run your car.

With conventional spark plugs, only a fraction of the fuel that enters your cylinders is turned into power. The rest escapes through your tailpipe as unburned vapor. That is because their spark is so narrow—only 35-thousandths of an inch wide—that it cannot possibly ignite all the fuel mixture in the cylinder. As plugs get older, their sparks get narrower and less efficient till they have to be replaced.

New Jet-Fire Fuel Igniters do a far better job of turning gasoline into power. Instead of a narrow spark, they send out a wide swath of flame that "walks" across a semi-conductor tip, fanning out in all directions and exploding far more fuel in the cylinder.

Proof That You Get Up To 30 Horsepower More

Jet-Fire Fuel Igniters look like spark plugs merely because they have to be screwed into the spark plug socket. But what they do is far different. Here's how to prove it:

1. **Run your car till it's fully warmed up.**
2. **Stop on a perfectly level stretch of road.**
3. **Put the car in Drive (1st gear with manual transmission), and see how fast the car rolls at idling speed.**
4. **Remove plugs and install Jet-Fire Fuel Igniters (a 10-minute job).**
5. **Now see how fast your car rolls at idling speed. You can expect it to go 4 TO 6 MILES PER HOUR FASTER without touching the gas pedal—dramatic proof that Jet-Fire Fuel Igniters increase engine RPMs by 100 to 150 with no increase in gas consumption. (At high speeds, RPMs increase by 300 to 350.)**

So, first thing, you can reduce the gas flow by adjusting the idling screw, and **start saving money before you've even driven a mile!**

(At the same time, you can make your air-to-gas mixture leaner. Fuel Igniters require only a 15:1 ratio instead of the conventional 9:1. It's a simple adjustment that you or your mechanic can make in one minute. It provides even greater economy.)

Start driving and you'll notice even more improvement—up to 30 more horsepower of acceleration power, climbing power, and passing power. All this while burning less gas!

SWITCH TO REGULAR

The next time your gas gauge gets near the "Empty" mark, tell the attendant to fill it up with REGULAR! Chances are you'll no longer need premium which costs four to eight cents more than regular gas.

And this second saving is only the beginning. Jet-Fire Fuel Igniters provide easier cold-weather starts . . . and that means less drain on your battery, and no drain on your patience as you try to get started.

NO REPLACING OR ADJUSTING EVER

The more you drive, the better your Fuel Igniters perform. They don't become eroded, wear out or require adjusting. And carbon build-up—the natural enemy of old fashioned plugs—actually makes fuel igniters perform better. Carbon becomes an additional carrier for the igniter's big jet flame.

So there you have a third saving. One set of fuel igniters will last the life of your car!

Invented To Save Air Force Lives— Now They Can Save You Money

Jet-Fire Fuel Igniters were first developed to save airmen's lives. During World War II, there were times when more men were killed by spark plug malfunction than by enemy action. A failure-proof replacement was needed, and Fuel Igniters did the job. Both the Navy and Air Force have approved them for jet engine use.

Now at last they have been modified for automobile use. They won't save your life, but they can save you big money—up to $100 a year with ordinary driving.

Some day, all cars may come equipped with Fuel Igniters like these. But why wait when you can install a set yourself now. Just mail the coupon with the make and model of your car, and we'll rush you a set with full instructions. **Just $12.80 per set of 8 ppd., $9.60 per set of 6 ppd.**

SEND FOR A SET OF JET-FIRE FUEL IGNITERS TODAY!—SATISFACTION GUARANTEED

-Save $100 a Year With Jet-Fuel Igniters!

If you drive 15,000 miles, you can easily save:

- *$50 by switching to regular gas.*
- *$40 on your better mileage.*
- *$10 by not replacing plugs.*

JAY NORRIS CORP.,
Dept. 308J, **31 Hanse Ave.,**
Freeport, N.Y. 11520

You are protected by this
4-WAY GUARANTEE

1. **GUARANTEED for the life of your car (or 30,000 miles) without cleaning, servicing or replacing.**
2. **GUARANTEED to increase miles/per/gallon of gas on regular gas!**
3. **GUARANTEED to increase horsepower, increase engine RPMs!**
4. **GUARANTEED to improve ease of starting and acceleration!**

JAY NORRIS CORP., Dept. 308J, **31 Hanse Ave., Freeport, N.Y. 11520**

Enclosed is ☐ $9.60 for 6 igniters (ppd.) ☐ $12.80 for 8 igniters (ppd.)

Please send me a set of JET-FIRE Fuel Igniters.

Year _____ Make _____ Model _____

Print Name _____

Address _____

City _____ State _____ Zip _____

Setouts and Pickups

Through a grant from Carnegie Corp. of New York, the Library of Congress is selling copies of a new LP record entitled *Railroad Songs and Ballads.* Produced from recordings made in the 1930's and 1940's, this latest 12-inch microgroove disk is part of the series of folk-music recordings from the Library's Archive of Folk Song. It is accompanied by a pamphlet of explanatory notes and the words of the songs and may be bought by mail from the Recording Laboratory, Music Division, Library of Congress, Washington, D.C. 20540, for $4.95 postpaid. Its order number is L61. Make checks payable to "Music Division, Library of Congress."

High on the list of railroadiana desired by collectors are the authoritative, illustrated *Bulletins* of the Railway and Locomotive Historical Society. Only 3 *Bulletins* issued prior to May 3, 1953, are still available: Nos. 69, 79, and 81. They are priced at $1 for members, $2 for non-members. All others, Nos. 101 through 117; cost $2 each for members, $3 for non-members. All postpaid. Send orders to Charles E. Fisher, president and editor of the R&LHS, 20 Wilde Rd., Waban, Mass. 02168.

Plenty of men engaged in transportation that competes with railroads are railroad hobbyists. Among them is Dr. Walter Berchtold, president of Swissair, who worked for the Swiss Federal Railways in various capacities.

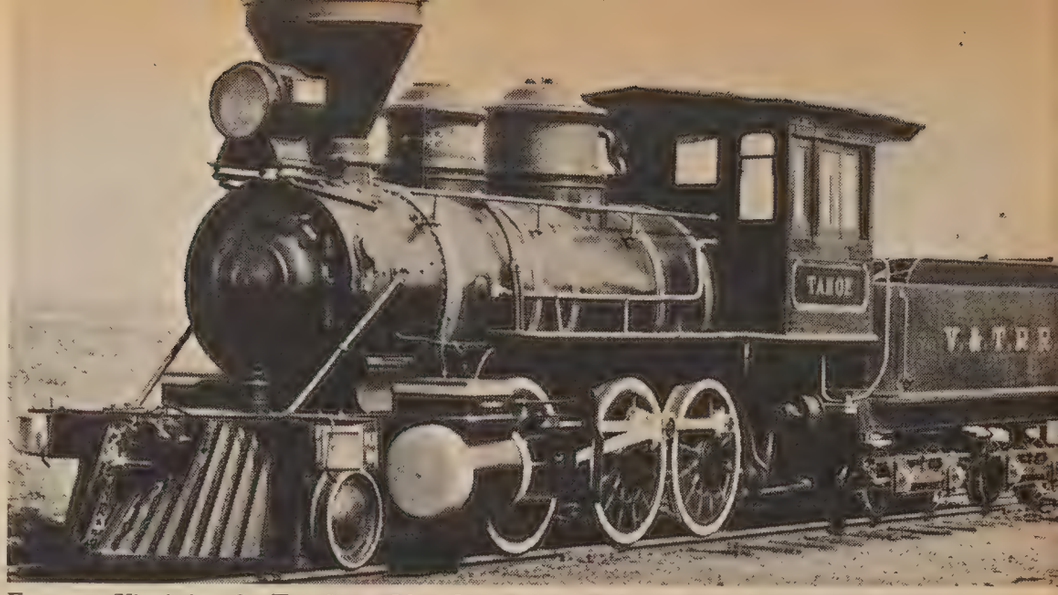
Annual exhibition of the Railroadians of America is now being held in the New Jersey Historical Society Museum, 230 Broadway, Newark, N.J. It is expected to last well into next year and be as popular as the "Phoebe Snow" display it replaced. Also on view is the museum's own transportation collection, only one of its kind in the New York area. The museum is open free, Tuesday through Saturday, 10 a.m. to 4 p.m. Included in the special showing are over 100 rail excursion flyers, one dating back to 1899. These colorful souvenirs of rarely preserved nostalgia recall the halcyon days when the railroads ran many cut-rate round trips Saturdays, Sundays, and holidays, when the Pennsy alone carried thousands of excursionists every week-end. (If the roads would run such special trips today, highway jams and parking problms would be eased considerably.) Also represented are flyers announcing steam fantrips to locomotive shops, roundhouses, etc.

The write-up of Howard N. Barr, Sr., as *Interesting Railfan* No. 69, was of special interest to W. R. Osborne, 1019 S.E. 12th Ave., Deerfield Beach, Fla. 33441, because the two men collaborated, he says, on correcting certain items in the Stauffer-Sagle book *B&O Power.* "Although I have never met Mr. Barr," he adds, "we enjoy almost weekly letters exchanging data and photos. And I am personally acquainted with W. A. Anderson, whose *Lindbergh Special* story you also ran in September. My friend Bert Pennypacker did a fine job with *Mountain-Climbing Steam* (same issue) on the Western Maryland during a period I know well."

"News on the Hour," a 5-minute radio newscast on the hour, Monday through Friday, 7 a.m. to 11 p.m. in local time zones, is being sponsored by the Association of American Railroads over the NBC network.

W. A. Gibson, Jr., said that 3 diesels built by Alco in 1942 were reputedly Atlanta & St. Andrews Bay 901-903 and then U.S. Army 8010-8012. We now hear from a retired MoPac conductor, William T. Church, 1011 W. 52nd St., North Little Rock, Ark., 72118:

"The Army ordered 58 diesels of 1,000-hp, with 6 motors, 40" wheels, weight 254,000 lbs., tractive effort 76,-200, and 0-6-0 plus 0-6-0 wheel arrangement. In the spring of 1942 these locomotives were erected at Khorramshahr, Iran, for use on the Iranian State Railways that the U.S. Army operated from 1942 to '45. After the war they were lent to India and later returned to America. I have a picture showing one of them, the 8015, back in the States, with the words *Transportation Corps* still painted on her body. Possibly A&StAB engines 902-903 were part of this order and worked on the home road after the war."



Former Virginia & Truckee 20, the 2-6-0 *Tahoe*, has been rescued from the scrapper, restored, and sent to Strasburg, Pa., for the new rail museum.
Photograph by William Moedinger, Vice-President of Operations, Strasburg Rail Road

"Giving up my house and moving into an apartment forced me to sell about 5 tons of railroadiana, including the earliest issues of your magazine, that I had been collecting for 40 years," writes Leonard W. Rice, 2800 Woodley Rd., Washington, D.C. 20008. "But I still subscribe to *Railroad* and enjoy it very much."

Boston & Maine photo in our September issue, page 33, which we inadvertently credited to Henry Griffiths, was made by Tom Nelligan, 6 N. Cliff St., Ansonia, Ct. 06401. Says Tom, "It is very annoying for a photographer to see his work credited to someone else." It is, indeed, and we apologize.

Readers often ask where they can buy colorful railroad patches. The cloth patches of many roads, mostly those serving the South, are obtainable at 35c each postpaid from the Tennessee Valley Chapter of NRHS, which operates a railroad museum and issues a mimeographed periodical, *Smoke & Cinders.* Address the Service Dept., 1006 Hibbler Circle, Chattanooga, Tenn. 37412, which also sells de luxe patches of Bear Creek Jct., TVRM, Reader Railroad, and NRHS at 50c each postpaid, and a variety of other railroadiana. Details sent on request.

Model Trading Post

HUGH DUDLEY, 901 Cole Dr., Huntsville, Ala. 35802, sells plans for lawnmower-engine-powered sidewalk train for $4.50; catalog 50c.

PETE GRABKO, 96 Miner St., Hudson, Pa. 18705, wants Lionel O gage locos, cars.

DAVID KENYON, 55 Adams St., Lynn, Mass. 01901, sells discontinued Lionel items. (SSE)

HARRY LYZOTT, 2529 Webb St., Indianapolis, Ind. 46225, will trade old aviation bks. for pre-war model mags. or HO or O gage trolley.

BOB NILGES, 721 E. Broad St., Elyria, Ohio 44035, will buy Marx Allstate boxcars.

AL STAUFER, Rte. 4, 3186 Stony Hill Rd., Medina, Ohio 44256, buys pre-1941 Lionel, AF, and Ives equip. and catalogs.

GOOD JOBS WAITING

...for the Young in Heart!

Motels, Hotels, Clubs
Call for Trained Men and Women

LOVES HOSTESS JOB
Thousands of Lewis-trained women hold fascinating, well-paid positions as hotel-motel hostess.
ENJOY YOUR WORK
Meet interesting people, use luxurious hotel-motel facilities, in your pick of exciting positons.
BE AN EXECUTIVE
Neither age nor lack of experience hold you back from dignified, high-level positions in this fascinating field!

Fresh out of school? Count a few gray hairs? Whatever your age — you are wanted in the hotel, motel, and club field as long as you are "young in heart!" And you STAY young because your work is stimulating, fascinating, alive!

You are surrounded by an ever-changing picture of people and events. Waiting for you are exciting, ever-growing opportunities in luxurious hotels, thrilling resorts, glamorous clubs, beautifully appointed new motels.

Lewis training qualifies you, quickly, easily, at home, in leisure time, or through resident classes in Washington. Thousands of Lewis graduates are now succeeding as Managers, Hostesses, Assistant Managers, Stewards, and in 55 other types of important, well-paid positions.

You've seen them — even envied them — for the life they live is so thrillingly "different." Yet, not so long ago, most of them knew no more—perhaps less—about hotel, motel or club work than you do right now: 9 out of 10 of them had no previous experience. What they have done — YOU can do.

You Can Step Into a Well-Paid Position Qualified to "Make Good"

Soon—very soon you can join the countless Lewis graduates now "making good." A happy, ever-growing future awaits you in this business—previous experience has proved unnecessary and you are not dropped when you are over 40. **Send for Free Book Today.**

Lewis Hotel-Motel Schools,
Room YSS-119-95, Washington, D.C. 20037

Send for Free Book Today. Our FREE book, "Your Golden Opportunity," explains how you are registered FREE OF EXTRA COST in Lewis Nationwide Placement Service—qualified to "make good."

WANT TO RETIRE? Here's an exciting new "second career"! With living costs making it almost impossible to retire on a small pension or income, many mature people and retired service personnel have turned to Lewis Training as a tested and proved shortcut to EXTRA INCOME. Step into a well-paid position in Florida, California, anyplace where life is easier.

Accredited Member NHSC and NATTS

Approved For All Veteran Training

MAIL COUPON NOW!

LEWIS HOTEL-MOTEL SCHOOLS,
Room YSS-119-95, Washington, D.C. 20037 **53rd SUCCESSFUL YEAR**

Please send me your Free Book, "Your Golden opportunity."

Please check: ☐ Home Study ☐ Resident Training

Name.....
(Please Print Name and Address)

Address.....

City.....State.....

Zip.....Phone.....

☐ Check here if Eligible for Veteran Training

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 25 words, including name and address. Use abbreviation: *tts*, (timetables), *emp. tts.* (employees timetables), and *SSE* (send 6¢ stamped envelope for list or details). Use zip code.

As this issue hits the news-stands, our December department is closed. Your entry will be included in the first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JOHN ALLEN, Box 259, Centralia, Ill. 62801, sells sizes 116, 122, 5x7 steam negs. (SSE).

ROGER ARCARA, 2421 Webb Ave., Bronx, N.Y. 10468, sells reconditioned 116, 616 and 122-size cameras, desired by many railfans for their large, long negatives. Details, list free.

BOB ARCHER, Box 2003, Babcock House, Durham, N.H. 03824, buys color slides of DL&W, LV pass. trains.

DICK BALTULIS, Box 367, Waltham, Mass. 02154, buys or trades railroadiana for Colo. n.g. RPO cancellations.

JOHN BARTH, Jr., 54 Poplar St., Closter, N.J. 07624, buys negs. of DL&W old mainline between Washington and Clateford Jct.

MIKE BOYAR, Box 503, Bound Brook N.J. 08805, will send free train orders, tts., pix, negs. to anyone sending large SSE, as long as his supply lasts. First come, first served.

SETH BRAMSON, 8033 Cecil St., Miami Beach, Fla. 33141, buys FEC railroadiana, Fla. trolleyana, switch keys, dater dies; trades RPO cancellations; sells B&ML, CNS&M tkts. and pix from FEC negs.

ROY BRILL, 7-B Mary Ella Dr., Wilmington, Del. 19805, will sell 100-foot 8mm Kodachrome movie of LV John Wilkes and RDG steam 1939-'40; make offer.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys, trades or sells Alco, Baldwin, and Lima bldr's pix and catalogs.

L.W. CLAESON, 5500 Knox Ave. S., Minneapolis, Minn. 55419, buys M&SL steam and diesel color slides.

BILL COCHRANE, 1314 E. Ferry St., Buffalo, N.Y. 14211, trades or sells color slides NYC, PRR, UP, EL, D&H, CNJ, CMSP&P, Monon, AT&SF, etc.

ED CONKLIN, 5 King Arthur's Ct., St. James, N.Y. 11780, sells owner plates, other railroadiana. (SSE)

DAN CROTTY, 1850 Columbia Pike, Arlington, Va. 22204, buys Morse telegraph equip., books, info.

FRANK DELARM, 359 Glen Oak Rd., Venice, Fla. 33595, sells New Eng. rr. stocks, bonds. List and sample 25c.

HARLEY DELEURERE, Box 233, Elk Garden, W. Va. 26717, buys info., pix, tts., etc. on WM Elk Garden branch.

FRANK DIFALCO, Box 269, Keene, N.H. 03431, sells railroadiana. List free; state wants.

L. DOVIN, 4236 Lincoln Ave., Culver City, Calif. 90230, buys pix PM locos, cars, right-of-way structures.

STEVE DREW, 4180 Randolph Ave., Oakland, Calif. 94602, sells unused V&T tkts., etc.; list free.

CRAIG GALHOUSE, 5637 S. 99th St., Oak Lawn, Ill. 60453, buys or trades for any size pix Ill. depots, esp. WAB, CB&Q.

ED GARDNER, 22 Garden Ave., Mountain Top, Pa. 18707, buys or trades steam and trolley tts. Send lists.

TED GAY, 6 Northview Dr., Morris Plains, N.J. 07950, sells p.c. size negs., 50c and $1 each. No lists; state wants. (SSE) Will buy original rail movies.

BOB GERSTLEY, 153 Pleasant St., South Weymouth, Mass. 02190, sells Off. Guides of 1950's and '60's. (SSE)

LARRY GIORNER, 3405 Woodley Rd., Washington, D.C. 20016, sells old rr. maps and B&O railroadiana.

LIL GOODMAN, Box 17165, Chicago, Ill. 60617, sells PRR playing-card decks.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color pix of PTC, PST, Boston, PSCT, TTC, SHRT, TARS, Pittsburgh, LA, SF Muni, Staten Island RT, etc. List free; specify subject.

LARRY HANSEN, 1160 Clay St., San Francisco, Calif 94108, buys Eureka trolley pix and info. Sells trolley pix of SF Muni, NOPS, EPCL. list 25c.

KEN HEINE, 5801 N. Warren St., Portland, Ore. 97203, buys CMSP&P steam, diesel, and elec. pix.

R. HERVEY, 402 Channing Ave., San Antonio, Tex. 78210, wants pix of SP, CB&Q, CRI&P locos on eastbound frt. crossing Valley Blvd. in LA.

BILL HOFFMAN, Jr., 326 S. East Ave., Baltimore, Md. 21224, sells 5x7 pix. Steam list 15c. B&O and PRR diesel list 10c.

DICK HOLLAND, 31 Middle St., Leominster, Mass., buys railbuses, parlor cars, small trolleys, horsecars.

AL HUDSON, 617 Sundale Dr., Birmingham, Ala. 35235, trades Honolulu Rapid Transit 1924 tokens for Birmingham Elec. tokens, tkts., transfers.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, Trains, etc. Buys collections of same, good cond.

GLEN KIDDER, RD 1, Acton, Mass. 01720, will sell Caswell's "Boston, Concord & Montreal RR.", "Steamboat Disasters and RR. Accidents in US" (1846). (SSE)

DICK KISTLER, 1355 Commercial St., Superior, Neb. 68978, buys CB&Q steam and diesel pix, tts., annual reports, condr. and brakeman's caps, switch keys, lanterns, etc.

MIKE KOSCINSKI, 2514 Sunset, Beloit, Wis. 53511, buys pix Wis. logging rrs. and other logging railroadiana.

JOHN KUNIS, 707 Virginia Ave., Cumberland, Md. 21502, will sell two B&O tender number plates and B&O rulebooks.

ONIS LAWSON, Rt. 4, Salem, Ill. 62881, sells railroadiana 1890-1910. (SSE)

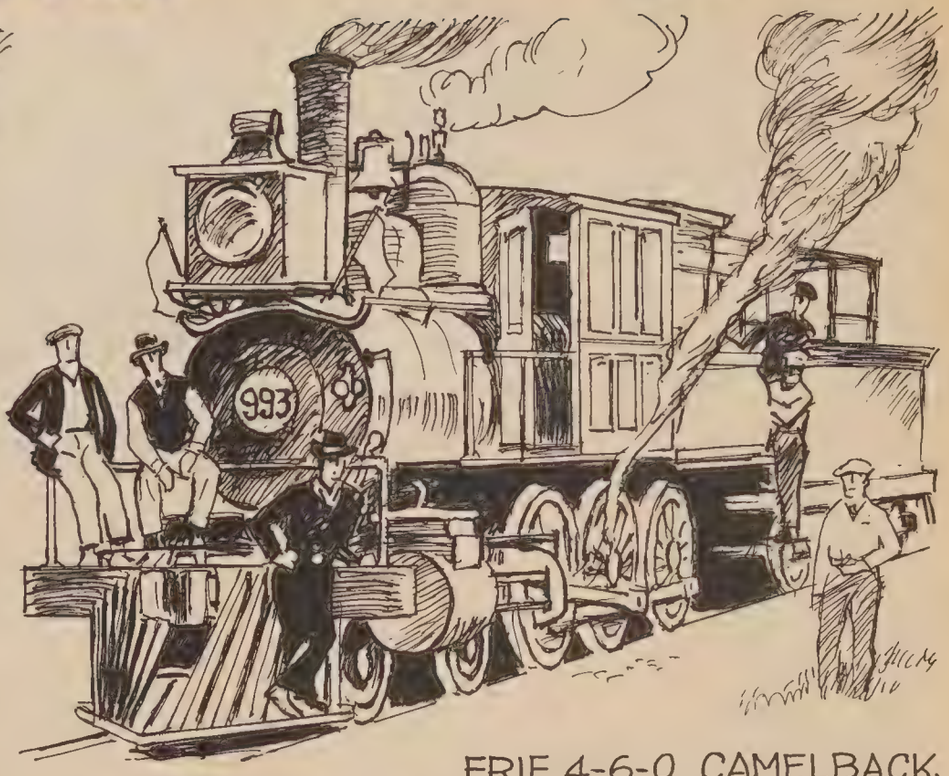
BOB LORENZ, 1939 Whittaker Dr., Fremont, Ohio 43420, sells steam, diesel, and elec. pix. (SSE)

D.B. MARTIN, 100 Webster St., Palo Alto, Calif. 94301, sells variety of railroadiana. List free.

ALONG THE IRON PIKE

by Joe Easley

"MOST BEAUTIFUL EYES IN BRITAIN," SAYS BRITISH SAFETY COUNCIL, AWARDING EYE-QUEEN TITLE TO FAY BIRD, 21, DAUGHTER OF BRITISH RAILWAYS SIGNALMAN, HINCKLEY, LANCASHIRE, AFTER NATIONAL CONTEST. HER BLUE EYES ADORN SAFETY POSTERS ALL OVER THE COUNTRY.

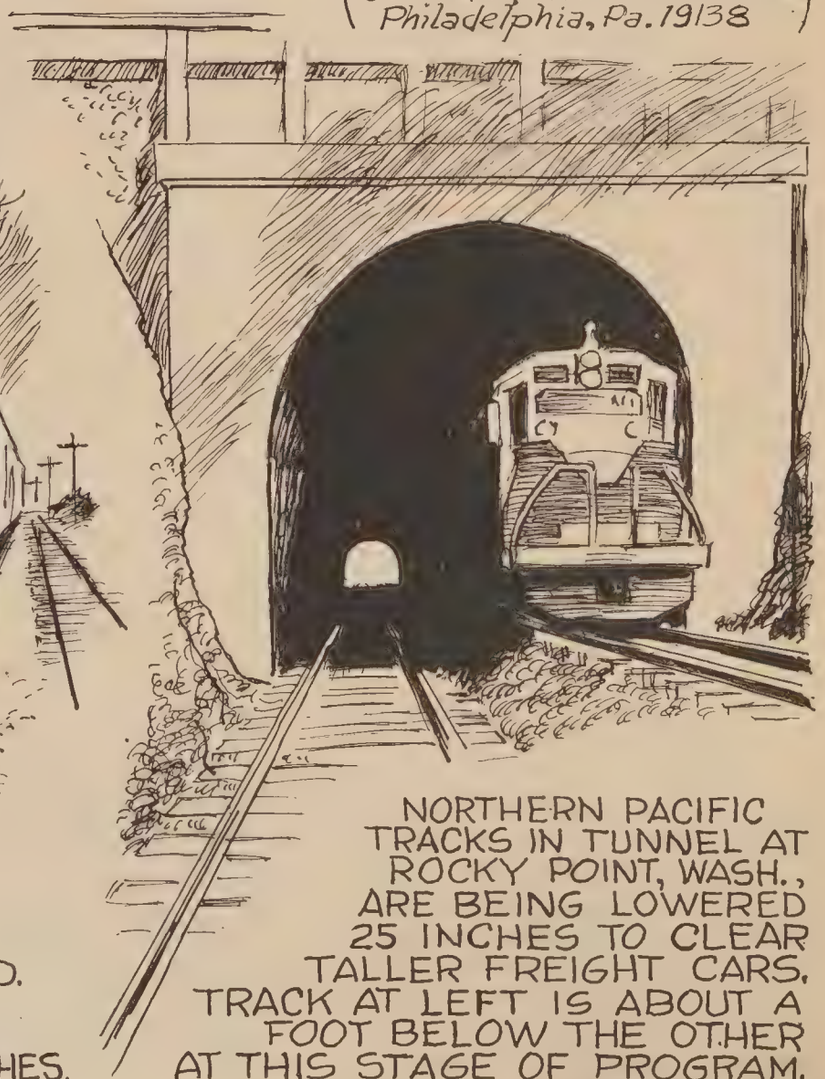


ERIE 4-6-0 CAMELBACK, CLASS G-14, WITH 50-INCH DRIVERS, WAS BUILT BY BALDWIN AS NO. 1 OF THE ERIE & WYOMING VALLEY AND WAS SCRAPPED IN THE 1920'S.

(Collection of Warren D. Stowman 2102 Eastburn Ave. Philadelphia, Pa. 19138)

SWEDEN RESTORES OLD 2½-MILE RAILWAY BETWEEN LÄGGESTA AND MARIEFRED. STEAM ENGINE *VIRO*, BUILT IN 1901 AND DECORATED FOR THE REOPENING LAST MAY, PULLS 7 COACHES.

(Swedish Information Service, New York City)



NORTHERN PACIFIC TRACKS IN TUNNEL AT ROCKY POINT, WASH., ARE BEING LOWERED 25 INCHES TO CLEAR TALLER FREIGHT CARS. TRACK AT LEFT IS ABOUT A FOOT BELOW THE OTHER AT THIS STAGE OF PROGRAM.

(Longview, Wash., Daily News)

J. McCLELLAN, Box 13063, Wichita, Kan. 67213, sells much railroadiana, incl. pass. trainman's uniform, rule bks., etc. (SSE)

K.C. McDANIEL, Box 1118, Atlanta, Ga. 30301, sells tts., framed steam pix, other railroadiana.

LARRY MELOLING, 516 Delmar Pl., Syracuse, N.Y. 13208, sells copies of his book "Corner of Hickory & 3rd," history of Syracuse trolleys.

ED METZ, 1162 Lynda Lane, Warminster, Pa. 18974, buys or trades train orders, esp. NYO&W and L&NE.

RUDOLPH MORGENFRUH, 197 Melville Rd., Huntingdon Station, N.Y. 11747, buys dining-car china and silverware.

GEO. MURRAY, 189 School St., Manchester, Conn. 06040, sells tts., 1880-1913, and rulebks. (SSE)

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells many items of railroadiana. List 10c.

ELLSWORTH OLIVER, 837 Scott, San Francisco, Calif., buys CERA Bulls., Swett's "Interurban Specials," and other pictorial elec. rr. literature.

NEWT OLIVER, 1602 W. 4th St., Winslow, Ariz. 86047, buys rr. motto buttons.

E. PALASKY, 12911 Neola Rd., Silver Spring, Md. 20906, will sell one copy of "Slow Train to Yesterday," like new; make offer.

HAL PRUITT, 1198 Dawsonville Rd., Gainesville, Ga., will buy info. on wrecks at Eden, Colo., 8/7/04 and Tipton Ford, Mo., 8/5/14.

J.R. QUINN, Box 1044, Tillson, N.Y. 12486, sells size 616 diesel and caboose negs. on roads in East, South, West.

WAYNE REEDY, 1228 Congress St., Middletown, Ind., 47356, trades NYC pencils for those of other rrs. Trades switch keys. Buys dining-car items, esp. silverware.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys rr. lanterns, globes, bells, headlights, whistles, locks, keys.

W.H. ROBINSON, 543 N. Ardmore St., Los Angeles, Calif. 90004, will buy old Off. Guides.

SAM SAWYER, 1516 Walnut, Arkadelphia, Ark. 71923, buys MP info. and railroadiana.

ART SETTEL, 3313 Ross Pl. N.W., Washington, D.C. 20008, buys rr. stock certifs.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells tts., emp. tts., rulebks., Off. Guides, old issues of Railroad Magazine, etc. Buys collections of railroadiana. List 25c.

J. SMISSAERT, 2200 Sacramento St., San Francisco, Calif. 94115, will buy or trade pix of SF Muni cable cars and PCC's for PRR, RDG MU's.

D.H. STEINBERG, 606 Orr St., Chattanooga, Tenn. 37405, buys info. and pix of Chattanooga trolleys and steam rr. pix taken in Chattanooga.

WALT STEPHENS, 8 Richfield St., Squantum, Mass. 02171, trades or sells NH diesel color pix; buys D&H items.

FELIX TAYLOR, 50 Locke Rd., Hampton, N.H. 03842, buys pix, info. on Louisville, H&StL.

STEVE THOMPSON, 4919 N. 31st St., Tacoma, Wash. 98407, sells pix NP, UP, GN steam, sizes 4x5 to 11x4.

JOE TOTH, Jr., 1618 Mary St., Dallas, Tex. 75206, buys back issues of European Railways Magazine.

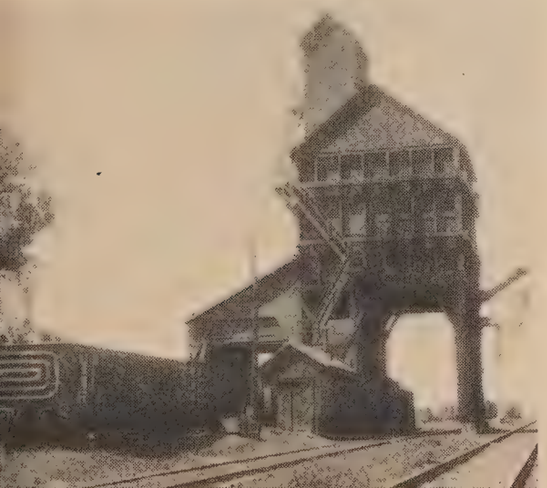
HOWARD TURK, 58 Lake Ave., Lancaster, N.Y. 14086, will sell headlights from steam locos of N&W and CG.

CARL WEBER, Jr., 1801 Cody Dr., Silver Spring, Md. 20902, buys steam pix WM 802, SLSF 1632, PRR 1647.

HELEN WILLIAMSON, 628 Belleville Ave., Brewton, Ala. 36426, sells Miss. & Ala. Ry. $50 currency issued in 1838.

H. K. Vollrath collection, Shawnee Mission, Kan.

This sandhouse (center) stood in front of a coal tower on the Monon Railroad.



L.A. WHYTE, Box 1328, Station B, Ottawa, Ont., Canada, sells Canadian steam pix; list and samples 25c.

CHAS. WROBLESKI, Box 663, Scranton, Pa. 18501, buys L&WV tts., tickets, negs., etc.

EVERETT YOUNG, Box 2468, Pikeville, Ky. 41501, will buy H. Reid's book "The Virginian Ry." and Bert Pennypacker's "Rdg. Steam Pictorial."

MORRIS ABBOTT, 33 Driftwood Lane, Milford Ct. 06460, buys old annual passes, only Colo. and Ct. roads.

JOHN AMRHEIN, 5511 Summerfield Ave., Baltimore, Md. 21206, seeks info. and railroadiana on WB&A elec. and related roads.

C.L. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and pc-size pix of steam, stations, trolleys, etc., in LV, L&ME, and RDG area, mostly 1890-1940. (SSE)

FRED ARONE, 377 Ashford, Dobbs Ferry, N.Y. 10522, buys entire collections of railroadiana; also auto, ship, express items.

RUSSELL BENNETT, 16 Morin St., Pittsfield, Mass. 01207, seeks pix, negs, tts. of Berkshire and Pittsfield street rys.

STERLING BROWNING, 1363 Bille Rd., Paradise, Calif. 95969, wants pix, info. on Colo. Springs interurban, Pike's Peak Cog Ry., other Colo. shortlines.

R.C. CAESAR, 1044 Houseman, N.E., Grand Rapids, Mich. 49503, sells pix of Midwest rys, stations, wrecks, etc. Send 12c stamped env. for big list.

BOB CARTER, 42 New St., New Milford, Ct. 06776, wants info. on CV and Rut. steam era, also CV today.

VINCENT DE SANTIS, 196 Carbon St., Paterson, N.J. 07522, sells color pix of EL and NYS&W station pix and EL Alco road switcher. Lists free.

K.V. DETHMAN, P.O. Box 1301, Portland, Ore. 97207, wants info., pix, etc., on pass. and frt. service of 2 Ore. rds., Great Southern and Columbia Southern.

LOUIS GEORGE, 7 Eldred St., Middletown, N.Y. 10940, will sell NYO&W canceled stock certifs., 2 different, $1 each; both illust. with train pix.

LARRY EASTWOOD, 2560 Fetters Mill Dr., Bryn Athyn, Pa. 19009, has many RDG and PRSL tts. to sell; no list; state wants.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, will swap Poor's and Moody's Manuals. Also trades and buys old rr. stocks, bonds.

MIKE LAVELLE, Sr., 160 Appomattox Ave., Manassas, Va. 22110, sells back issues of Trolley Talk and Traction & Models mags., also Capital Transit shirt badges.

JIM MULLIKEN, 1263 S. Peach St., Philadelphia, Pa. 19143, will buy one recent Off. Guide, also Airlines Guide, N. Amer. and world-wide editions.

DAVE MURRAY, 2731 Jamestown Dr., Rocky River, Ohio 44116, buys lanterns (switch, marker, classification, and hand); also globes with rr. markings; bells, headlights, whistles, switch locks, keys.

C. G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells Kodachrome 35mm dupl. slides of steam, diesel, trolley; sample 30c.

HARRY PORTER, 1042 Bardstown Rd., Louisville, Ky. 40204, wants to contact trackless trolley fans; buys, sells, trades, photos and info.

DALE RAY, Fairview, Ill. 61432, will sell complee set of Railroad Magazine from Dec. '29 to Jan. '37, good cond., to top bidder.

J. SHAFER (old rr. man), 4359 Lafayette Rd., Evansdale, Iowa 50707, wants rr. pix, postcards, adv. pencils, pins, badges, uniform buttons, switch locks, watch fobs, etc.

TED TAETSCH, 1418 Garfield Ave., Lakewood, Ohio 44107, offers free detailed lists of 200 Cleveland streetcar pix, 3x5, for sale or swap. (SSE)

WALT THAYER (ex-gandy dancer, GN), Box 75, Wenatchee, Wash. 98801, will buy one copy of Freeman Hubbard's out-of-print book "The Roundhouse Cat."

W.C. THURMAN, 4733 Morganford, St. Louis, Mo. 63116, will trade RPO and REA car and depot negs. from his area for like negs. in your area. Also sells some steam negs.; state needs.

HOWARD WALKER, 109 Camillus Park Dr., Camillus, N.Y. 13031, sells copies of book "Gone but Not Forgotten," illust. history of abandoned Marcellus & Otisco Lake, 32 pages, map, roster, $1.25 postpaid.

BILL WARDEN, 1216 Shamrock Lane, Waynesboro, Va. 22980, writing article on Richmond Loco. Works for our magazine, needs anecdotal material.

JEFFREY WEISS, 21-36 33rd Rd., Long Island City, N.Y. 11106, seeks detailed NYO&W info.

DAVE WILSON, 7857-1 N. 60th St., Milwaukee, Wis. 53223, wants Off. Guides, tts., emp. tts. of N.J. seashore roads.

JIM WOZNIEZKA, 2310 W 55th St., Chicago, Ill. 60609, swaps pc. size B&W pix of his area for same from Southwestern roads.

BOB YANOSEY, 40 Handel Ave., North Arlington, N.J. 07032, buys, sells neg. collections.

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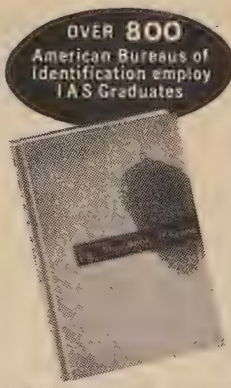

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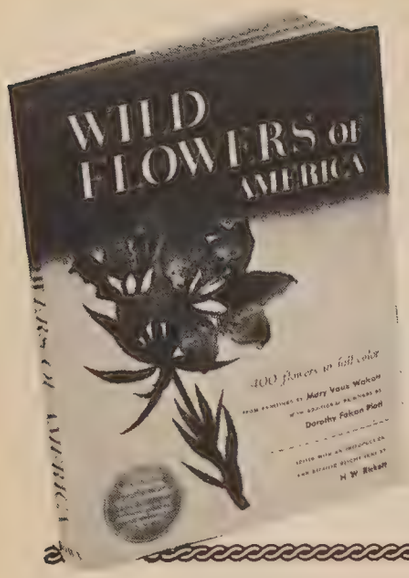

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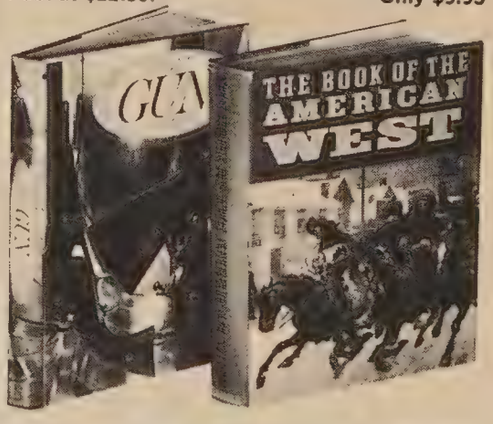

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Coming Events

Oct. 5-6: Third annual Vermont Rail Foliage Excursion, over 220 miles, using former CPR steamer 1200; visit Shelburne Mus., Steamtown, Proctor Marble exhibit; ride Lake Champlain ferry. Fare, incl. overnight room, $37.50; students 9-15, $16; children under 9 free. Details, tickets from Rail Associates Corp., Box 406, Bellows Falls, Vt. 05101.

Oct. 5: Steam trip on Grand Trunk Western, using Pacific No. 5629, Detroit to Richmond, Mich., and back. Lv. Brush St. station 9 a.m., Royal Oak 9:35, Birmingham 9:45, Pontiac 10:10. Baggage car for recording, open gondola car, caboose, coaches, photo stops and run-bys. Fare, $11; children under 12, $7. Details, tickets from Michigan RR. Club, 71 Brush St., Pontiac, Mich. 48053.

Oct. 6: Steam trip on GTW, Detroit to Jackson, Mich., otherwise same as Oct. 5th excursion.

Oct. 6: Steam-diesel trip on New Haven RR. N.Y. City to Berkshire Mts. Lv. GCT 8:29 a.m., Stamford 9:17, S. Norwalk 9:27, Danbury 11:00. Ct. Valley RR. Assoc. 2-8-0 No. 97 will pull train from Danbury to Canaan, Ct., and back. Photo run-by. Fare from N.Y. City, Stamford, Norwalk, $11.50; children $7.50; from Danbury, $8; children $5. Chicken barbecue at Canaan, $2.50 extra. Details, tickets from Ct. Valley RR. Assoc., Box 65, East Hartford, Ct. 06108.

Oct. 12-13: Mainline steam, 950-mile round trip, Grand Central, N.Y. City, to Niagara Falls via NY Central, using former NKP 2-8-4 No. 759. Pick up at Harmon, Albany. Open-door baggage car, combine, 1915 diner, 1912 parlor car, open "Rocky Mt." obs. car. Lv. 7:30 a.m. Sat., return Sun. evening. Fare, $37.95, children $24.95. Contact High Iron Co., Box 200, Lebanon, N.J. 08833.

Oct. 13: Steam trip, Thomas to Durbin, W.Va., via Western Md., using Cass Scenic Ry. eqpt., incl. Heisler No. 6. Contact Penna. Ry. Museum Assn. trip chairman, Robert McKee, Jr., Box 4, Bridgeville, Pa. 15017.

Oct. 19: Michigan RR. Club will repeat its steam trip of Oct. 6, Detroit to Jackson, Mich.

Oct. 20: Steam trip on GTW, Detroit to Durand, Mich., otherwise same features, schedules, and fares as Oct. 5 trip of Michigan RR. Club.

Oct. 26: Excursion on Long Island Rail Road, Jamaica to Oyster Bay and Montauk, N.Y. Lv. Jamaica 9:30 a.m., return about 7 p.m. Optional visit to Long Island Automotive Museum at Southampton. Open-door baggage car, reserved-seat parlor cars, obs. car. Details, fares from Railroad Enthusiasts, Inc., Box 71, Leonia, N.J. 07605.

Oct. 25-27: Annual meeting, Assn. of Ry. Museums, at Ohio Ry. Museum, Worthington, Ohio.

Nov. 2-3: Steam trips in Roanoke, Va., area using former Nickel Plate 2-8-4 No. 759. Sat. trip from Roanoke to Virso and back via freight-only VGN line and Blue Ridge Mt. grade of N&W. Sun. trip from Roanoke to Shenandoah and back via freight-only N&W Shenandoah Divn. Photo stops, baggage car, coaches, dome car. Fares: Sat., $11.50 (children $7.25), Sun. $11 (children $7), both combined, $21 (children $13.75). Details, tickets from Roanoke Chapter of NRHS, Box 1261, Roanoke, Va. 24006.

Nov. 9-10: Bus tour of aband. 2-ft.-gage Sandy River Line in Maine; Hub. Div. of NER, NMRA; about $2.50 plus motel. Contact H. I. Clark, 3 Frederick St., Worchester, Mass. 01605.

Ann Arbor and Soo Line Notes

Additional data for our Ann Arbor roster (Oct. '68) has come from the Norfolk & Western. The four Alco-GE FA-1's that the AA sold to the Wabash were retired in Sept. '65 and traded to Alco Products for new N&W power. The four Wabash units sold to the AA and immediately traded to GM-EMD for new power were WAB 601, 614, 620, and 713.

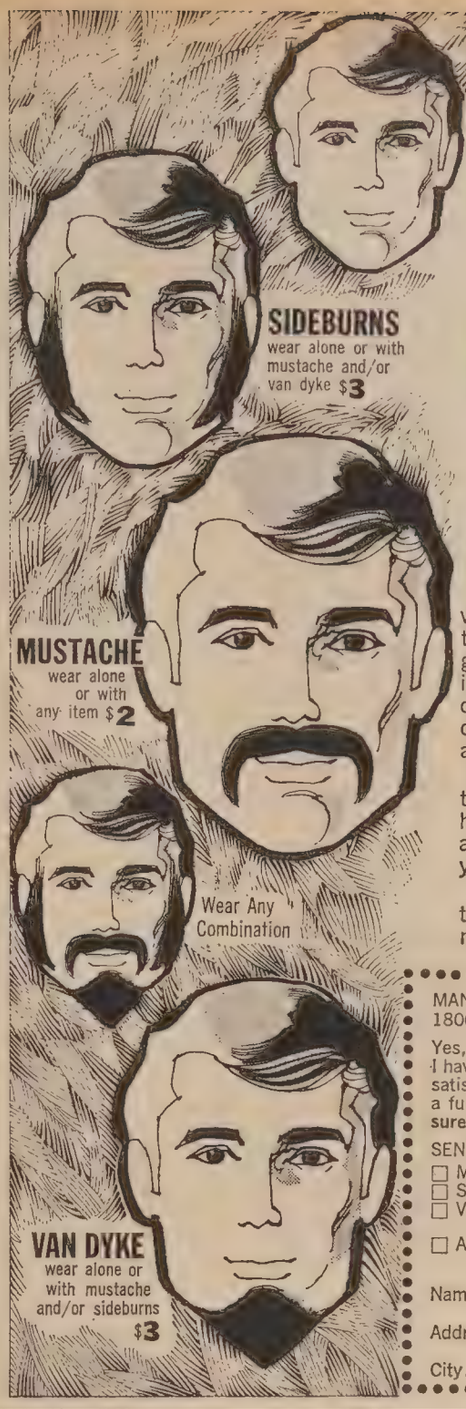
Furher info for our Shortlines of Massachusetts rosters (Sept. '68) comes from Raymond International. The Hoosac Tunnel & Wilmington No. 15 was eventually sold by Raymond International to Robur, A.G. in Zurich, Switzerland.

And here is supplementary data on our Soo Line rosters (Oct. '68). Note 4 should be revised to read: 361 and 363-367 were scrapped in 1963-'65. No. 362 was sold to Birmingham Rail & Locomotive Co., then to Durham & Southern, renumbered 362. Note 6 should read: 370 and 371 (1st) were scrapped 3/62. Nos. 368 and 369 were renumbered 370 and 371 (2nd) in 1963. No. 370 (2nd) was converted to B-B in 1963, sold to Minnesota Transfer, and renumbered 202.

Note 9 should read: 2360, 2362, and 2364-2366 were sold to Birmingham Rail & Locomotive (10/61), then to the Sydney & Louisburg, renumbered 209-212 and 300.

The following Soo Line units were scrapped: 310 (11/63), 385-393 (1964-1967), 395 (2/65), 396, 398 (1965), 2100 (4/67), 2101 (6/65), 2104 (4/67), 2368 (6/65), 500C (11/61).

The following Soo Line units were traded to GE for U30C's 800-809: 102, 312, 314, 360, 374, 380, 384, 394, 2101, and 2367, while 397 and 399 were traded to GM-EMD for GP40's.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Wear Any Combination
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Mrs. Charles Clark, 8 Hubert Drive, East Brunswick, N.J. 08816, wants to hear from Raritan River fans.

Douglas J. Kocher (17), 607 S. Huddleston Rd., Winamac, Ind. 46996, seeks mail from teen-age girls interested in FEC Railroad.

S.T. Zufa, 1104 Draper Ave., Joliet, Ill. 60432, collects embroidered picture postcards and cards depicting umbrellas.

Pfc. Bruce Waterman, RA 188266285 Co. E. 704th Maint. Bn. APO, San Francisco, 96262.

Richard Hengst, (42), 33-24 156th St., Flushing, N.Y. 11354.

Carolyn Leonard, (20), Rte. 1, Box 352, Troutville, Va. 24175.

DeDe Kelly, Box 412, Winslow, Ariz. 86047.

Anne Collier, (17), and Tracy Collier, (14), 13518 80th Ave., S., Seattle, Wash. 98178.

Donna Maynard, (15), and sister, Margaret, (14), Job, Ky. 41225.

J.K. Browning, (34), Elizabeth Drive, Lemmon Valley, Nev. 89502.

Theresa Deichert, 1824 Kalvaney Drive, Bismarck, N.D. 58501.

Mary K. Uttenback, (14), 215 S. Pine, Creston, Iowa 50801.

Susie Jones, (15), 9416 Cedar St., Bloomington, Calif. 92316.

Edward Boder, (39), Eveland Boarding Home, Rte. 3, Catawissa, Pa. 17820.

Jim Thomas, (17), Box 14, Mansfield, Ark.

Sarah Estrada, (16), 1511 W. 4th St., San Bernardino, Calif.

Marilyn Morton, (14), Rte. 1, Box 54-B, Gary, Texas 75643.

Jimmie Fontenot, (14), 3945 N. Main St., Vidor, Texas 77662.

Mary K. Preheim, (12), Rte. 1, Freeman, South Dakota 57029.

Karolyn Simon, (26), 1443 Cedar St., Apt. 19, San Bernardino, Calif. 92410.

Brian R. Sogard, Box 172, Jewell, Iowa 50130.

Nancy Klein, (17), 1606 S.E. 151st Ave., Portland, Ore. 97233.

Nancy Forrest, (18), 40 Bruce St., Brantford, Ont., Canada.

Deborah Stanley, (16), 100 Belle Haven Rd., Memphis, Tenn. 38109.

Paula Mertens, (17), 1933 N.E. 55th St., Portland, Ore. 97213.

Sue Baumgarten, (15), 14209 Darley Ave., Cleveland, Ohio 44110.

Janet Norris, (14), Elleville, Ill. 62932.

Darea Mudrak, (14), 4499 W. 20th St., Cleveland, Ohio 44109.

D.W. Dirks, 1304 Burlington Ave., Worthington, Minn. 56187.

Pvt. Kevin B. Ranaghan, U.S. 67193711 Co. B, 12th Bn, 3rd AIT Bde, 4th Platoon, 3rd Squad, Fort Jackson, S.C. 29207.

Julie Coleman, (16), 5407 Cecil St., Vancouver, 16, B.C., Canada.

Mrs. Carroll Lee Garcia, (35), Box 341, 432 1st Ave., Evanston, Wyo. 82930.

Anne Caldwell, (19), 5483 Poplar St., Memphis, Tenn. 38117.

Sharon Dunwoodie, (15), 9153 Rathbone St., Detroit, Mich. 48209.

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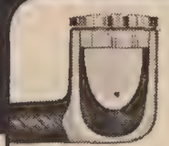

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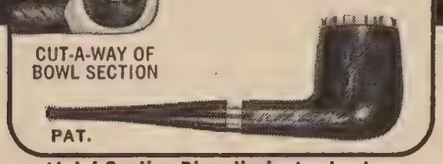

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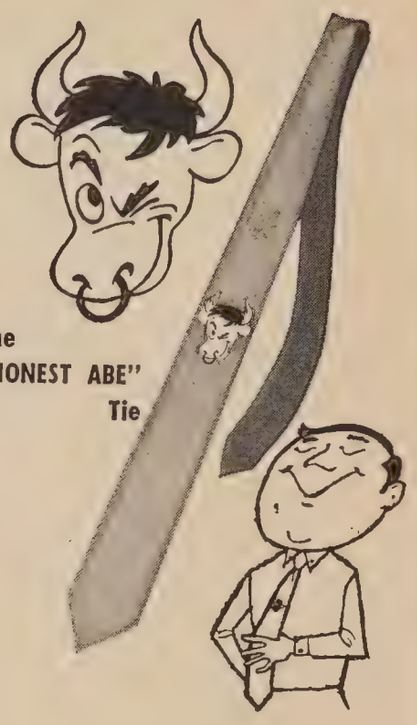

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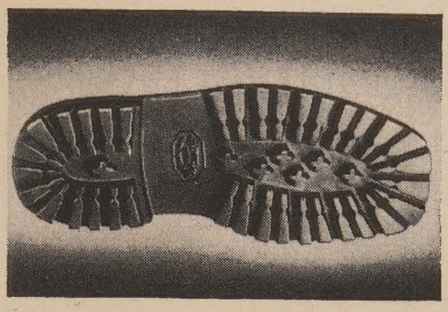

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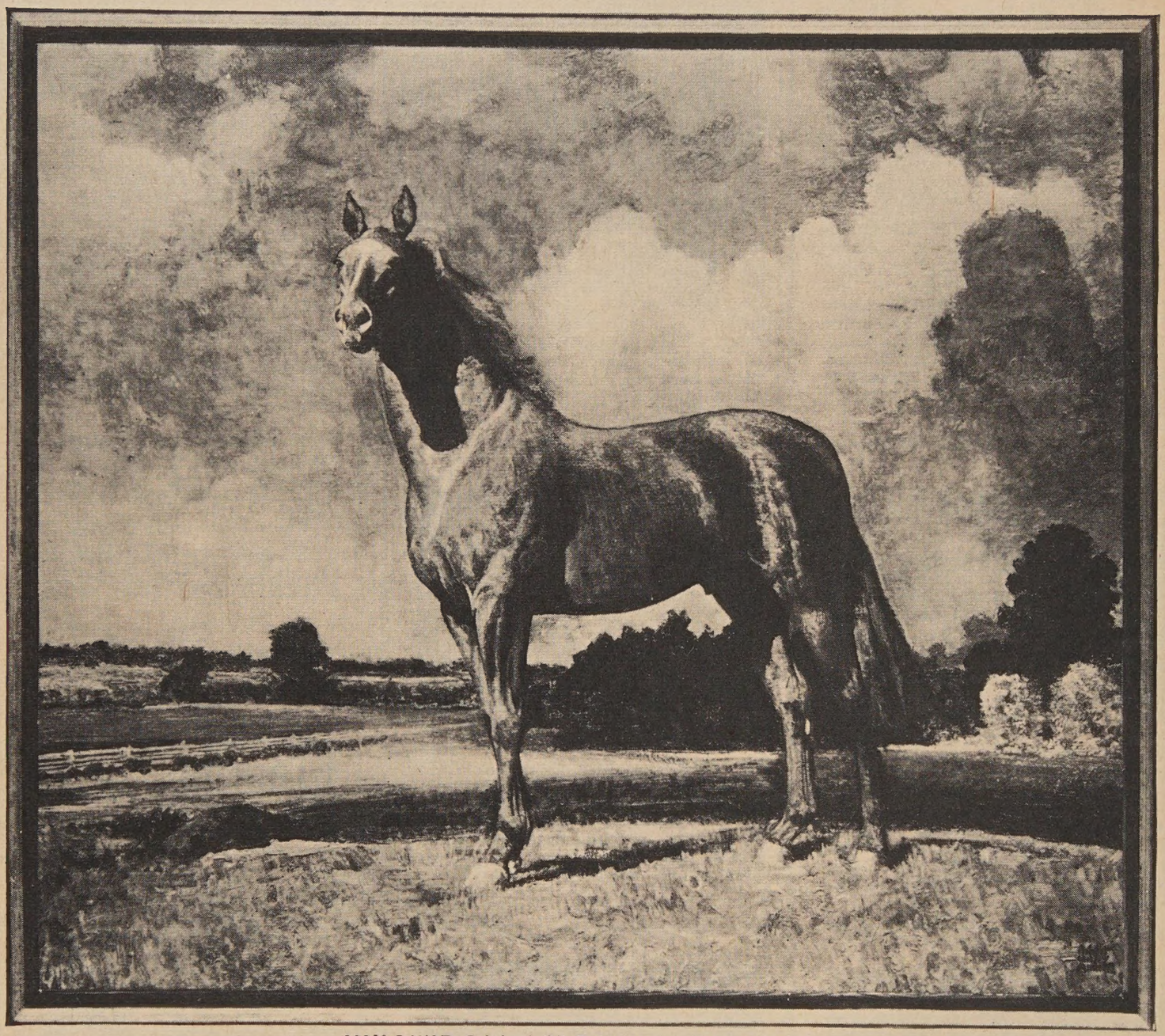

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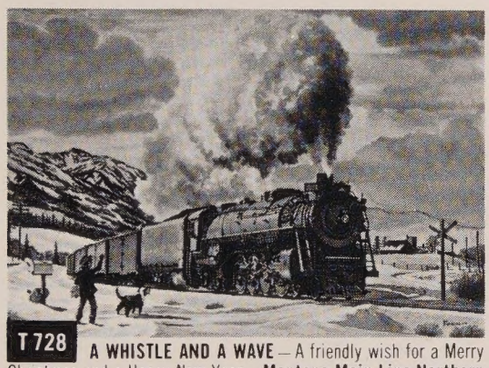
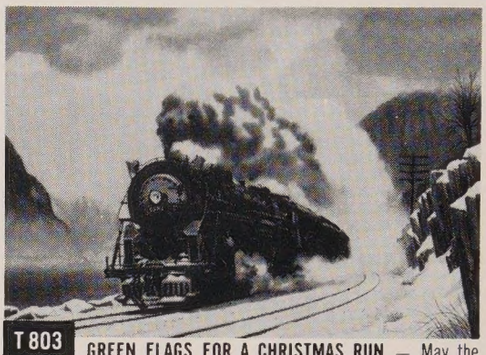
T 801 **LAST TRAIN 'TIL SPRING**—With every good wish for Christmas and the New Year—**Sierra Nevada gear-driven Shay logger**



T 728 **A WHISTLE AND A WAVE**—A friendly wish for a Merry Christmas and a Happy New Year—**Montana Main Line Northern Pacific Engine No. 2681**

T 804 **THROUGH TIMBERLINE COUNTRY**—Best Wishes at Christmas and Happiness through all the Coming Year—**C & S narrow gauge climbing Boreas Pass**

T 509 **FRESH TREES AND FULL STEAM**—With Best Wishes at Christmas and through all the New Year—**Typical "Mogul" narrow gauge**



T 803 **GREEN FLAGS FOR A CHRISTMAS RUN**—May the meaning of the Season be deeper, Friendships stronger, etc. as Christmas comes this year—**The 20th Century Limited**

T 852 **FROSTED STEAM**—Merry Christmas and a Happy New Year—**Trio of K-36, 3 footers, climbing Cumbres Pass in the Rockies**

T 650 **SMOKIN' AROUND THE BEND**—Christmas Greetings and Best Wishes for all the Year—**A "Moffat Malley" on Rollins Pass**

T 802 **NEW SNOW FOR A HOLIDAY JOURNEY**—May the Peace and Happiness of the Christmas Season abide with you through the Coming Year—**1900 New England local**

T 572 **HEADIN' WEST TO LARAMIE**—Merry Christmas and a Happy New Year—**The "Big Boy" #4002 on Sherman Hill**

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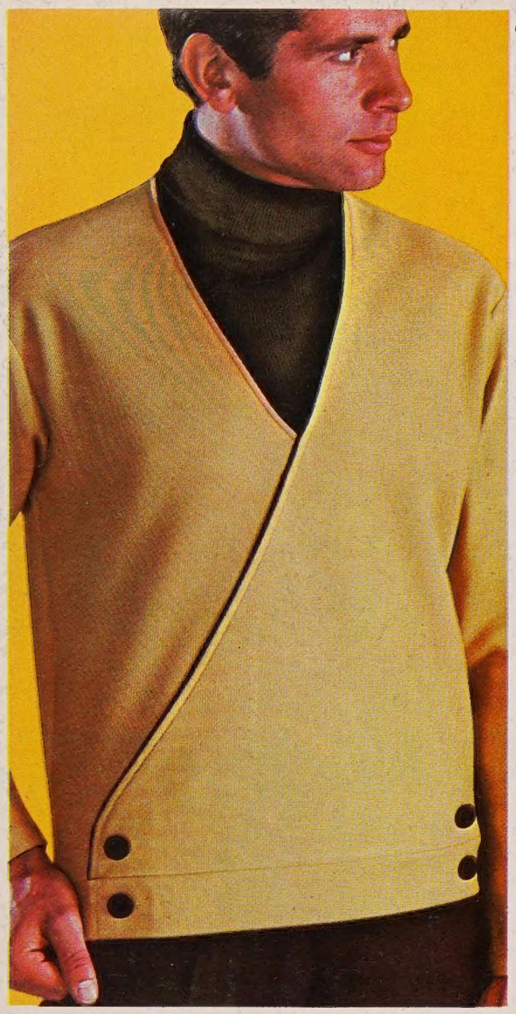

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S208 Kelly Green
S315 Lavender
S316 Royal Blue

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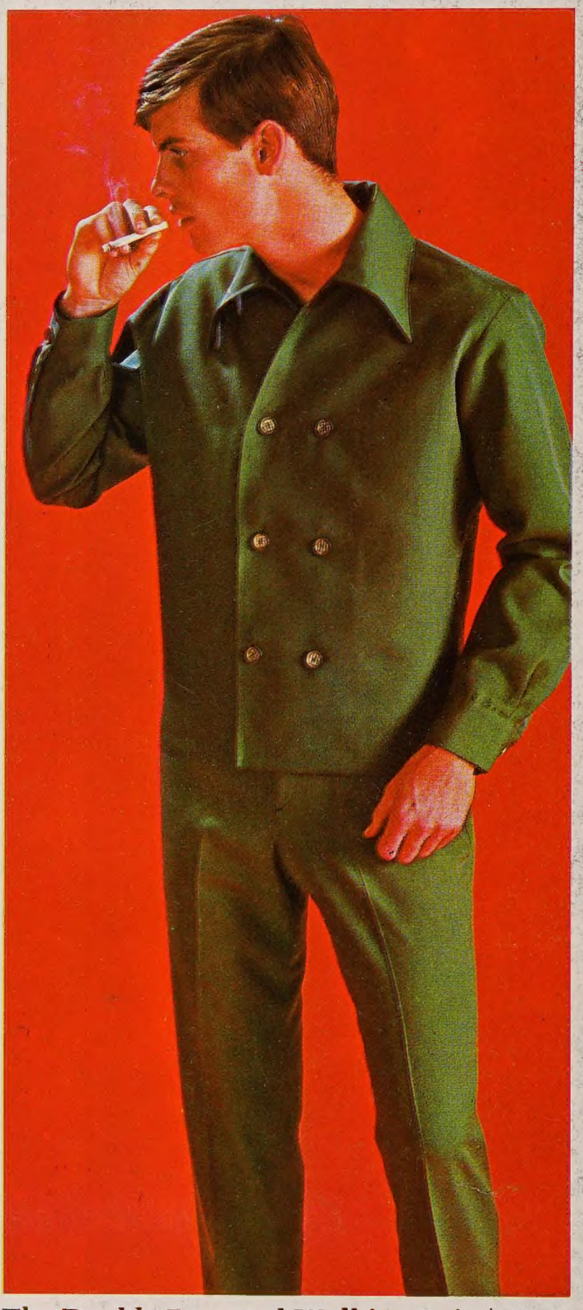
Sizes 14 to 16½. Sleeves 32 to 35.
A166 Black Tie, Red Trim $3.50



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A173 Bavarian Green
A174 Teal Blue

Shirt sizes S, M, L
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